

COAST AREA

# MISSISSIPPI MONITOR

8th EDITION



**MISSISSIPPI  
MONITOR**  
TM

Water Highways and Ports of Coastal Mississippi  
SHIPYARD OF THE FUTURE FOR GULF COAST

**75¢**  
per  
copy





## The record breaking port facilities in Coastal Mississippi

*Pascagoula is now one of the largest Gulf ports and one of the three largest in the East Gulf. During 1967, 385 ships called at the port and the total waterborne commerce was in excess of 12,000,000 tons.*

*The port now has facilities representing an expenditure considerably in excess of \$23,000,000.00, including Terminals "A" & "B" with approximately 160,000 square feet of terminal space with 1,200 feet of water-side berth, and Terminals "E" & "F" with 176,000*

*square feet of terminal space plus 50,000 square feet of open pier, including a marginal track, with one berth 724 feet long and a second berth 540 feet long.*

*The facilities of the Port Authority include an industrial fresh water system with a capacity of 25,000,000 gallons per day, a grain elevator with a total capacity of 3,100,000 bushels and storage space in and about the port for approximately 1,000 freight cars.*

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JACKSON COUNTY BOARD OF SUPERVISORS and  
JACKSON COUNTY PORT AUTHORITY



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*National and International Circulation*

COAST AREA

# MISSISSIPPI MONITOR

8th EDITION

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coast area

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## CONTENTS

- 3 . . . Jackson County
- 5 . . . Oil That Floats on Water—from Pascagoula to the Nation.
- 6 . . . Pascagoula
- 7 . . . Moss Point
- 9 . . . Ocean Springs
- 11 . . . Harry Reeks—Ocean Springs artist-sculptor
- 13 . . . Harrison County
- 15 . . . The Voice of South Mississippi—WLOX-TV
- 18 . . . What's Going On in the Pascagoula Basin
- 20 . . . The Gulf Intracoastal Waterway
- 23 . . . Biloxi
- 25 . . . Biloxi Builds a City Beautiful
- 27 . . . Total Planning for Coastal Mississippi
- 29 . . . Keesler Adds Flying Training to Its Mission Activities
- 31 . . . The State Port of Gulfport
- 33 . . . Gulfport
- 37/38 Area Map
- 41 . . . Leadership (Shipyard of the Future)
- 45 . . . Long Beach
- 47 . . . Pass Christian
- 49 . . . Tung Oil Excels in a New Industrial Process
- 51 . . . Hancock County
- 53 . . . Art in Hancock County—Patricia Wilson
- 54 . . . Timber—from Forest to Market via Waterways
- 57 . . . Bay St. Louis
- 58 . . . Opportunity—Recognized and Utilized  
The Hancock County Port and Harbor Commission
- 61 . . . Waveland
- 63 . . . Come to the Mardi Gras
- 65 . . . Pearl River County
- 67 . . . Picayune
- 69 . . . Objectives of the Pearl River Basin Development District
- 71 . . . Poplarville
- 75 . . . George County
- 77 . . . Lucedale

Cover:

A new water highway for Coastal Mississippi is shaped as the dredge "Mansfield" cuts a channel to serve industrial sites being developed by the Hancock County Port and Harbor Commission.

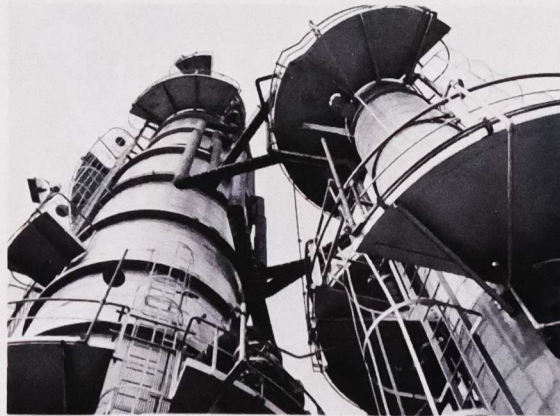
*Photography by Wayne Ducomb*



# PASCAGOULA



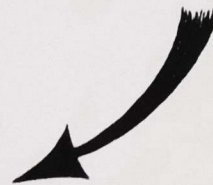
INDUSTRIAL CITY



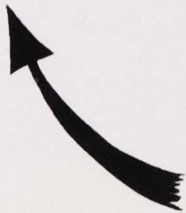
PORT CITY



CULTURAL CITY



RESIDENTIAL CITY



## Balanced growth . . .

has been the good fortune of Pascagoula in the past decade. Growth in population, industry, business, the development of port facilities, formation of civic and cultural groups and the expansion of medical facilities. Together all of these growth elements have combined to establish a healthy economy and good living environment for our citizens.

## Balanced planning . . .

for the present and future is the dedication of Pascagoula's leaders. Municipal services, recreation facilities, utilities, and constant vigilance in maintaining our good educational system, will assure the people of Pascagoula an ever better place in which to work and live.



AREA—744 sq. miles; 476,160 acres.

POPULATION—Estimated 78,000.

LOCATION—Southeast Coastal Mississippi; George County, north; Gulf of Mexico, south; Alabama border, east; Biloxi Bay, southwest; Harrison and Stone Counties, west.

CLIMATE—Mild, annual averages, temperature 74° (Jan. 53°, July 81°), frost-free days 279, rainfall 61 in.

GOVERNMENT—County Board of Supervisors, one from each of five beats; County organized Dec. 14, 1812.

TAX STRUCTURE—Assessed valuation \$111,755,000, approximately 25% of real value. Tax levies; Beat 1 county, 70; Beat 2 Moss Point, in and out 43.5; Beat 3, 39; Beat 4 Ocean Springs out, Pasc. out, 34.5; Beat 4 county, 70; Beat 5 county, 70. Bonded debt \$4,050,000 General Obligation, \$9,577,000 Revenue Issue.

SCHOOLS—7, total enrollment 3,900, Jackson County Junior College 785.

MEDICAL—Singing River Memorial Hospital, U.S. 90, Pascagoula, Satellite Hospital, Ocean Springs; County Health Dept.

UTILITIES—Urban and Industrial electricity, Miss. Power Co.; rural electricity, Singing River Electric Power Ass'n; natural gas in urban areas, United Gas Co.

HIGHWAYS—U.S. 90 east-west; State 63 north-south; State 57 north-south; numerous good county roads.

TRANSPORTATION—Mainline L&N Railroad, Miss. Export Railroad (from L&N Pasc. to Evanston, Miss.-meets GM&O RR), Greyhound Bus Lines, Jackson County Airport-Pasc., scheduled flights, major motor freight lines, deep water port facilities.

COMMUNICATIONS—Newspapers; 2 dailies, Pascagoula; weekly, Ocean Springs; dailies from Gulfport, Mobile, New Orleans, Jackson. Radio Stations; WPMP Pascagoula, WPMT Moss Point; radio and television reception from nearby sending stations.

RECREATION—Beaches, small boat launching ramps, fishing camps, Magnolia State Park, game preserves, hunting, fishing, golf, dude ranch, small craft harbors.

TYPES OF INDUSTRY—Oil refinery, chemicals, fertilizers, wood products, marine ways, refractory brick, petroleum by-products, ships and submarines, steel construction, animal traps, sports equipment, seafood, clothing, food containers, canning, construction, printing, ladies handbags.

NATURAL RESOURCES—Deep water ports, abundant ground and surface water, mild climate, good farming soil, timber, products of the sea, salt domes.

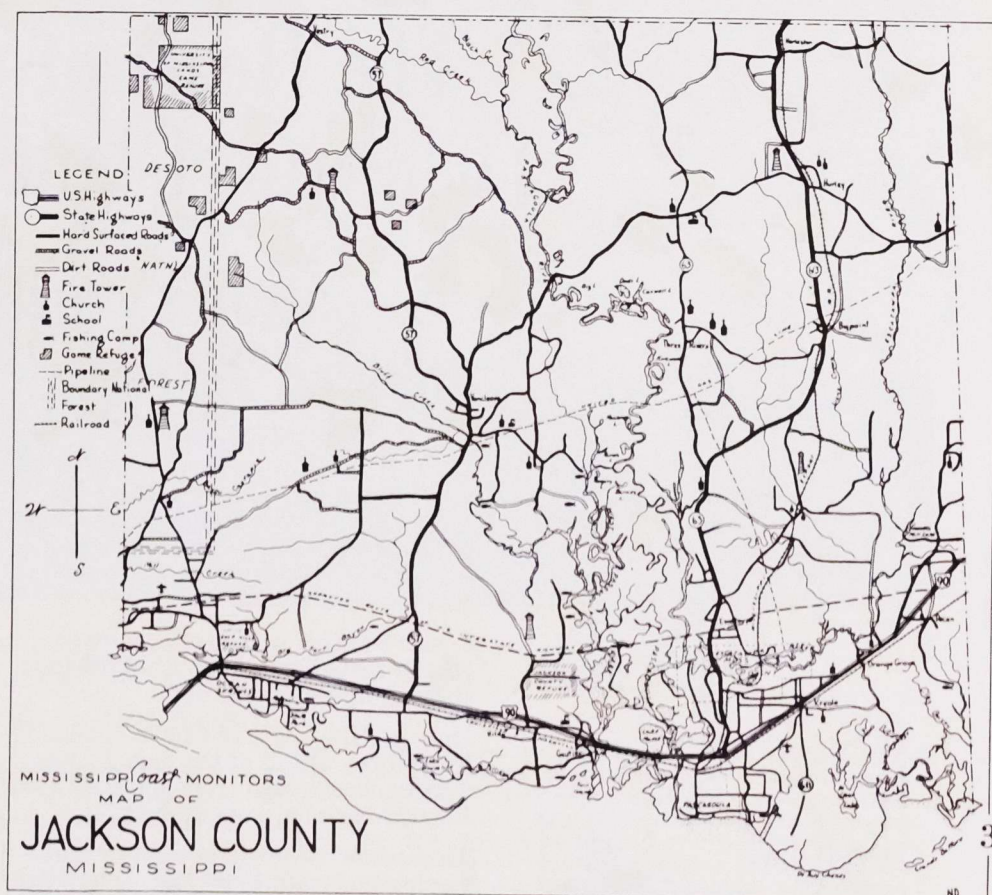
PLANNING—A 12 member County Planning Commission has been established to study and advise on best possible land use and development. The Jackson County Board of Supervisors and the Jackson County Port Authority continue with plans for constant improvements and extensions of facilities and services at port and harbors and to cooperate with all industrial ventures.

## JACKSON COUNTY

### PORT AUTHORITY REPORT

In the year 1967, the Port of Pascagoula truly took its place among the major Gulf Ports. During the year, 385 ships, or an average of better than 30 ships per month, called at the port, and the total waterborne commerce amounted to 12,617,527 tons, as compared with 10,476,456 tons during 1966. The Port had net earnings from operations of \$537,627.91 during 1967.

# ● JACKSON county



When levies are established by the Board of Supervisors in September, the Port is required to submit a budget, together with estimated earnings and tax needs, if any. In September of 1966, the Port Director submitted such a budget and informed the Board of Supervisors that a tax levy would not be necessary for the operation of the Port during 1967. At that time, the Port Director estimated that the gross income would amount to \$800,350.00. Actual gross receipts amounted to \$1,120,630.00.

At the beginning of the year, the Port Director estimated that the total funds available, including cash on hand, would amount to \$1,090,350.00 as compared with actual revenue available of \$1,382,190.00.

An operating budget of \$321,000.00 was submitted by the Port Director. Actual operating expenses were \$346,007.00. During the course of the year, the Port made capital expenditures in new equipment amounting to \$182,689.00 and paid off \$706,747.00 in bonds, for total expenditures of \$1,257,863.00 as compared with an estimated \$1,077,747.00.

The Port Director estimated that the cash on hand as a balance on January 1, 1968 would be \$12,603.00. Actually it amounted to \$124,327.00.

In submitting his budget for the year 1968, the Port Director made similar estimates and no tax levy was made for the operation of the Port. ★ ★ ★

In April, 1967, Port Director Al S. Johnson was chosen as "Mississippi World Trade Man of the Year" by the Gulf International Trader (GIT), a world trade publication and received the GIT Trophy for this honor because "Mr. Johnson's successful efforts have materially and culturally helped Mississippi through increased world trade."





# The Heart of Chevron Island

—the nation's most  
modern refinery

Our Pascagoula refinery utilizes the most advanced technology to produce "easy-going" Chevron gasolines that smoothly keep pace with the going, growing Gulf South.

Positively, this is growing country! On the move today—with big things shaping up for tomorrow.

Here at "the heart of Chevron Island" we're away ahead of the crowd. Production was geared from the start to a 100,000 barrel a day capacity.

That's how we could be sure of maintaining our traditional high-level, high-quality service to you, our customer.



**STANDARD  
OIL**

STANDARD OIL COMPANY (KENTUCKY)





Photography courtesy Standard Oil Co. (Ky.)

## OIL THAT FLOATS ON WATER

*from Pascagoula to the Nation*

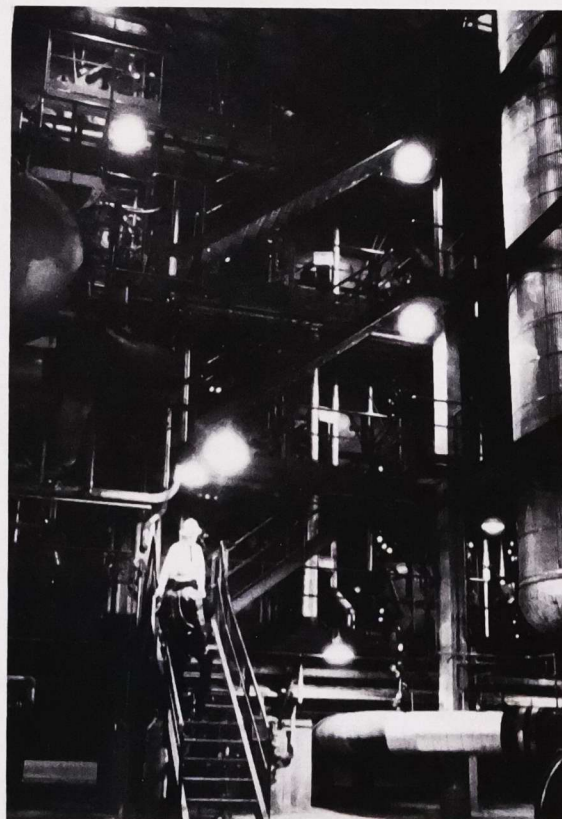
The importance of water transportation to the present and future economy of Coastal Mississippi is brought into sharp focus on the flatlands that border the Gulf of Mexico in Jackson County. Here, the Standard Oil Company (Kentucky) operates one of the world's largest refineries, an installation that made history in petroleum circles. In March, 1962, the first foundations were poured. Seventeen months later crude oil was being processed in the huge crude unit. At one point 3,000 construction workers were involved in this spectacular achievement.

As it began operation it was not immediately apparent that within five years water transportation would be an important factor in the expansion of this great complex. Today 70% of the materials used or produced at the Pascagoula site move over water. Barges from Pascagoula travel up the Mississippi River with a full line of petroleum products. Between Houston and Pascagoula there are movements of semi-finished petroleum products as well as raw material necessary to complete operations at the plant. However, the largest volume of waterborne tonnage is in finished products. The broad scope of products and services available by water is of prime importance. Barges that shuttle products to nearby installations provide an economical, dependable source of supply and forty to fifty barge lines are involved in the shipping operations.

For central and mid-west U. S. distribution these barges begin their northward trip from a barge train fleet assembly point above New Orleans proceeding up the Mississippi River to Cairo, then on up the Ohio River, serving distribution points along the way. The Intracoastal Waterway routes lead to distribution points at Houston, Mobile, and Panama City while the Panama Canal is the route to the west coast for other deliveries.

In October, 1967, a \$22 million addition to the \$125 million refinery was completed. It is the world's largest single train facility for the production of anhydrous ammonia and has a capacity of 1,500 tons per day. Natural gas, supplied directly from the company's offshore wells via pipeline, is the

Above: Crane operator swinging boom around on one of two all-hydraulic dock cranes at ship loading facility, Standard Oil (Kentucky) Refinery at Pascagoula. These cranes support weight of heavy hoses to prevent damage to valve connections and can be locked in position and left unattended while ship is loading. Below: The "Cat" reformer furnace at the Pascagoula refinery aglow with light at night as the shift supervisor and operator make rounds checking the furnaces.







Barge loading at Standard Oil Co. (Ky.) Refinery at Bayou Casotte.

feedstock for the manufacturing process. Supplementing the plant are product storage tanks to hold the material at -28°F. and loading facilities for refrigerated barges and tankships and other pressurized carriers. Chevron Chemical's Ortho Division is the marketing agent for the finished product, an efficient, economical fertilizer now in great demand throughout the south and mid-west market area served by this plant.

Chevron Chemical's aromatic complex is now completed and in operation close by the principal units of the Pascagoula refinery. Production of paraxylene is the primary function of this \$30 million installation which is larger than the com-

pany's two existing plants at Richmond and El Segundo, Calif. and incorporates many new design features. Paraxylene is a basic chemical in the production of polyester fibers, including those fibers having 'permanent press' qualities. Domestic demand for polyester fiber is expected to exceed a billion pounds annually by 1970. Paraxylene is also used in the production of polyester film for X-ray, recording tapes, packaging material and other applications. This plant will increase the company's total output to 500 million pounds per year and will help Chevron Chemical keep up with the growing market at home and abroad.

The addition of paraxylene and anhydrous ammonia to the full range petroleum product line of the original plant (gasolines, diesel and fuel oils, jet fuels, and asphalt, to name but a few) added both prestige and payroll increase to the economy of this fast growing "Industrial Coast" of Mississippi. New job skills have been developed in the Pascagoula labor force through an intensive training program by the Standard Oil Company (Ky.). This has proved a success for both company and labor for in many instances employees were able to master technical procedures thereby attaining a higher job status.

Plant manager Al Guerard now proudly states, "We've got the team and the hardware and nowhere to go but up."

The citizens of Jackson County, Mississippi watch the Standard Oil Company (Ky.) construction that is doubling dock frontage to accommodate increased barge traffic to better serve the great multi-million dollar facility and are thankful for the waterside geography that is theirs and made this great installation possible.

★ ★ ★

## PASCAGOULA ●

**POPULATION**—Estimated 38,000.

**LOCATION**—Southeast Jackson County on U.S. 90 at mouth of Pascagoula River, on Gulf of Mexico. Southern terminus of State 63 and Miss. Export RR; 45 miles west of Mobile, Ala., 20 miles east of Biloxi, Miss., 110 miles east of New Orleans, La.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor, five Councilmen, City Manager; operating under Code Charter.

**TAX STRUCTURE**—Assessed valuation city incl. school dist. \$43,808,664, approximately 30% of real value. Tax levy 55 mills. Bonded debt city \$785,000; school district \$2,614,350; self-liquidating revenue \$3,320,000.

**SCHOOLS**—Public 11, total enrollment 6,692; parochial 4, enrollment 1,157; Cerebral Palsy enrollment 130; special day care center 28.

**POLICE AND FIRE PROTECTION**—Police chief and 38 officers, School Patrol 17, desk sergeants 3, police cars 9. Fire Chief, 2 marshals, 46 firemen, 4 fire trucks (750 gal. and 1,000 gal. per min. pumpers), civil defense equipment, auxiliary light plants, resuscitators, smoke and chemical masks, chief's car, men on 24 hour duty.

**UTILITIES**—City-owned water, natural gas, and sewer systems; electricity, see County.

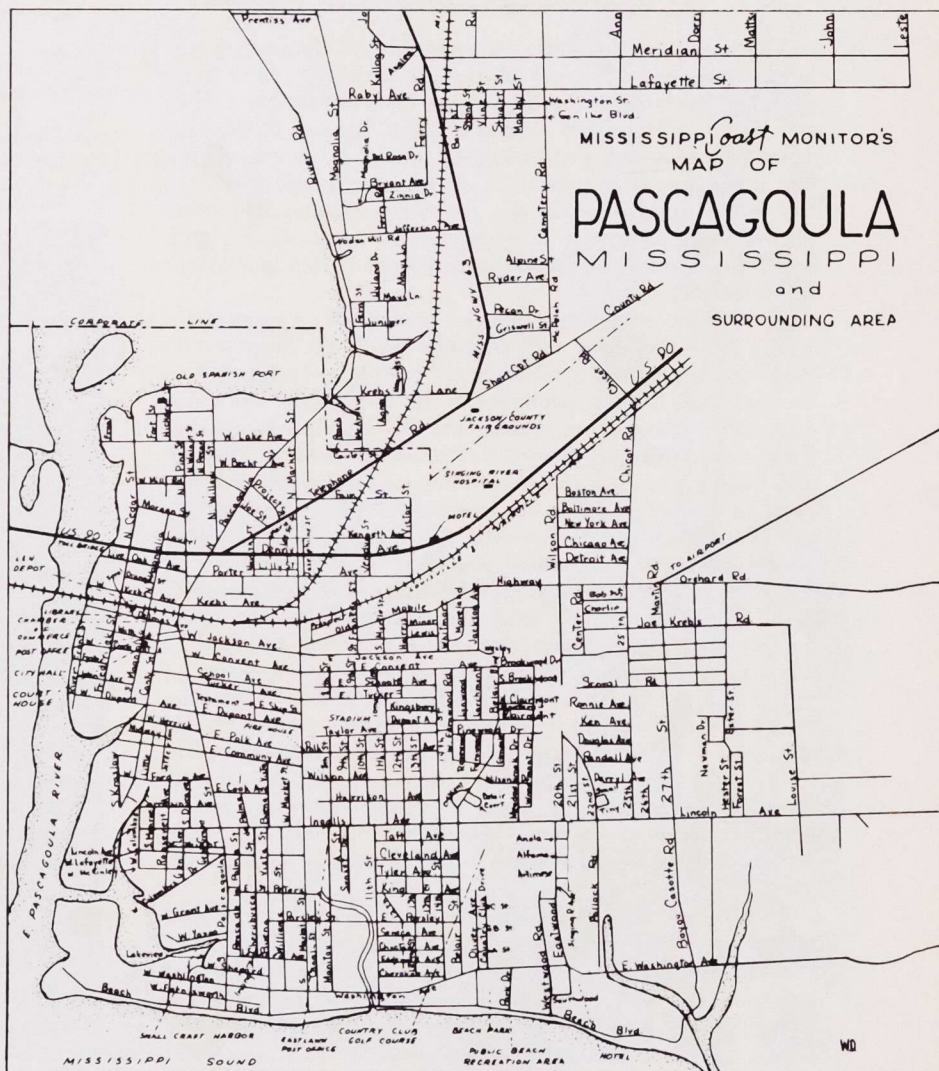
**MEDICAL**—Location of 232 bed Singing River Hospital; doctors 27, dentists 10.

**CHURCHES**—41, representing all major denominations.

**RECREATION**—Parks 3, playgrounds 2, golf courses 2, country clubs 2, Motion picture theatres 3, water sports, bowling, Mardi Gras organizations and balls.

**CULTURAL**—Pascagoula City Library, Bookmobile, Community Concert Series, annual Festival of the Arts, annual Garden and Home Pilgrimage, Pas Point Little Theatre, Pascagoula Art Association.

**CIVIC ORGANIZATIONS**—Garden Clubs 4, Federated Women's Clubs 5, Business and Professional Women's Club, Altrusa, Jaycees, Jayettes, Rotary, Lions, Kiwanis, KC, BPOE, Civitan, Chamber of Commerce.





**TYPES OF INDUSTRY**—Oil refinery, ship and atomic sub building, marine ways, chemicals, fertilizers, wood preserving, food processing, food containers, refractory brick, cat food, sporting equipment, clothing, printing and publishing, liquid oxygen containers, oil rigs.

**PLANNING**—City has entered into long range street planning program with Robert Bateman and Assoc., Mobile; also part of Jackson County Planning Commission.

In April of 1967, the city of Pascagoula annexed three square miles of land and acquired an estimated 1,700 additional residents. This brought the estimated population figure to well over six times the 5,900 citizens recorded in the 1940 census.

As the city has increased in area and population, it has realized an even greater gain in its industrial growth. Expansions in 1967 included a \$22 million anhydrous ammonia plant and a \$33 million paraxylene plant at Standard Oil Co. (Ky.) and in November 1967 a \$525,000 expansion was announced for the local Quaker Oats Co. division.

Stellar announcement of the year was the \$130 million "Shipyard of the Future" to be constructed for Litton's Ingalls Division in west Pascagoula, across the river from the present Ingalls location. (A feature story on this major event can be read on page 41 of this issue.)

## MOSS POINT ●

**POPULATION**—Estimated 16,000.

**LOCATION**—South Jackson County, north of Pascagoula on Escatawpa River; bisected by State 63, just south of designated route of Interstate 10; on Miss. Export Railroad Co. line.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor and five Aldermen; Code Charter, incorporated April 29, 1901.

**TAX STRUCTURE**—Assessed valuation \$25,152,237 city, \$30,803,700 inc. school dist., approximately 30% of real value. Tax levy 43 mills, 15 mills homestead exemption. Bonded debt \$1,375,000, self-liq. Water & Sewer Rev. \$600,000.

**SCHOOLS**—Public 7, enrollment 6,398; private 1.

**POLICE AND FIRE PROTECTION**—Police chief, 3 captains, 3 lieutenants, 11 patrolmen, 3

Litton's Ingalls Shipbuilding Division at present is located on the east bank of the river and employs about 9,000 persons with an annual payroll of about \$40 million. The new facility is expected to boost total employment to over 13,500 and the payroll to approximately \$70 million.

The company is the largest industrial employer in the state and since World War 2 has built an impressive number of vessels including supertankers, barges, luxury passenger liners, ice breakers, LST's, destroyers, conventional and nuclear powered submarines, Polaris submarine tenders, LPD's, LPH's, electronically controlled cargo liners, container ships, and oil drilling rigs.

The city of Pascagoula has carefully evaluated the effect of the tremendous growth rate in relation to its municipal responsibility and is engaged in an admirable program of expanding and improving utilities and services. In March 1967, Mayor Bruce Bradley announced the scheduling of a \$4 million combined street and utility system improvement program. About the same time, plans were discussed for a three year beautification program and application was made for federal matching funds of \$25,000 to finance the first year of the activity.

desk sergeants, auxiliary police 28; Fire chief and 40 volunteer firemen, two 750 gal. per min. pumps, water pressure 45 lbs. per sq. in., emergency 90 lbs.

**UTILITIES**—City-owned water, sewerage and natural gas systems.

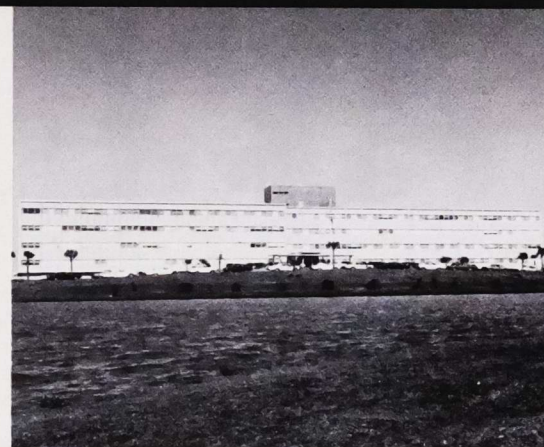
**MEDICAL**—8 doctors, 3 dentists; served by Singing River Hospital, Pascagoula.

**CHURCHES**—11 representing all faiths.

**RECREATION**—Hunting, fishing, aquatic sports, athletic field, Recreation Center, playground, with full-time recreation director. New \$100,000 Recreation Program recently passed by City Aldermen.

**CULTURAL**—City Library, residents of Moss Point and Pascagoula jointly sponsor Community Concert Series and Little Theatre group.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Jaycees, Rotary, YMBC, Civitan, Kiwanis, Women's Club, Fortnightly Club, Pandora Club, 2



Singing River Hospital in Pascagoula.

Public health needs are also carefully analyzed and in March of 1967, the Jackson County Board of Supervisors approved tentative plans for the addition of 50 general beds to the Singing River Hospital in Pascagoula, plus an extended care facility and a self care section. The total cost of these additions is estimated at \$1.5 million.

Pascagoula today is a booming center of industrial and port activity. The French-Choctaw trading post of 1700 that grew and began to recognize its potential as a port in the late 19th century, now is a vitally important Gulf port for ocean going vessels and is fast developing as a center for world commerce. ★★★

Garden Clubs, Scouts.

**TYPES OF INDUSTRY**—Chemicals, fertilizer, paper products, Miss. Export RR.

**PLANNING**—Comprehensive program planned by professional firm; 7 man Planning Commission.

Moss Point is a city with a respected record of continuous improvement. Streets are wide, well surfaced and curbed. A fine recreation center offers a year-round supervised program for young people and was the first city on the coast to win a state Merit Award in the recreation category.

Because of a wise move in 1965 annexing a large area east of the growing city, there is now ample room for Moss Point's expected residential growth due to new industrial expansions in the immediate area.

Some of the finest fishing grounds in the coastal area are to be found in the rivers that border the city. These beautiful streams also afford excellent opportunities for enjoyment of all water sports.



## WOULDN'T YOU LIKE TO LIVE HERE . . . .

where you will find all the advantages families seek in a residential community. Fully accredited schools, complete shopping facilities, churches, cultural activities, and an award winning municipal recreation program for all to enjoy.

We invite you to see for yourself, visit the friendly attractive city located where the Escatawpa River meets the Pascagoula River, immediately north of the booming Jackson County port and industrial complex.

FOR FURTHER INFORMATION WRITE: MOSS POINT CHAMBER OF COMMERCE  
Post Office Box 235  
Moss Point, Mississippi

**MOSS POINT ●** in INDUSTRIAL Jackson County



## We're Growing—with Dignity and Charm

Historically famous as the first colony on the Gulf of Mexico's shores, Ocean Springs seeks to preserve its "French flavor" in today's architecture and charming restorations of our older buildings.

Yet in this same colorfully different town is a busy garment plant, a famed company that manufactures optic components for space exploration, and an important oceanographic laboratory delving into the potential of Gulf waters and marine life.

We invite you to visit, to come live in—



COLONIE  
FRANCOISES  
1699  
P. LeMOYNE  
SR. de la ville  
L.P. P.L.

# OCEAN SPRINGS

the oldest and most interesting city on the Mississippi Gulf Coast

8



## IT'S A WONDERFUL PLACE TO LIVE

A fifteen minute drive via divided four-lane highway brings residents of this charming seaside city to Mississippi's fastest growing port and industrial center. Ocean Springs concentrates on preserving its aura of residential charm and gracious living, a picture-pretty but well organized modern community with a progressive spirit—equally appealing to young families and retirees. We invite your inquiries and will be happy to send you our fact filled brochure.

### OCEAN SPRINGS CHAMBER OF COMMERCE

Post Office Box 187

Oceans Spring, Miss.

Telephone—Area Code 601 875-4424



Center: Famous Ruskin oak at Ocean Springs. Right: Small craft harbor leads to Bay of Biloxi.

## OCEAN SPRINGS ●

**POPULATION**—Estimated 8,400.

**LOCATION**—Southwest Jackson County on mainline of L&N Railroad, bisected by U.S. 90; 2 miles east of Biloxi, 16 miles west of Pascagoula.

**CLIMATE, TRANSPORTATION, COMMUNICATIONS**, see County.

**GOVERNMENT**—Mayor and 5 Aldermen; Code Charter.

**TAX STRUCTURE**—Assessed valuation \$8,606,282 city, \$12,294,107 inc. School Dist., approximately 25% of real value. Tax levy 49 mills. Bonded debt \$123,000 city, \$929,000 sch. dist., \$970,000 Wat. & Sew. Rev.

**SCHOOLS**—Public 4, total enrollment 2,635; parochial 2, enrollment 526.

**POLICE AND FIRE PROTECTION**—Police chief and 12 officers, 4 part-time, 24 hour duty, 2 radio patrol cars. Fire crew volunteers, 1 man full-time, 2 trucks and auxiliary pumper, water pressure 50 lbs. per sq. in.; new \$50,000 fire station and emergency operations center.

**UTILITIES**—City-owned water, sewer, and natural gas systems; electricity, see County.

**MEDICAL**—New hospital, satellite facility of Singing River Hospital, 34 patient rooms; doctors 10, dentists 4.

**CHURCHES**—14, Baptist, Catholic, Church of Christ, Episcopal, Lutheran, Methodist, Presbyterian.

**RECREATION**—Golf course, yacht harbor, country club, stables at Dude Ranch, all water sports, hunting, sand beach, pier, athletic field, Community Center, 3 playgrounds.

**CULTURAL**—City Library located at City Hall.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Jaycees, Rotary, Garden Clubs, Kiwanis, Lions, Scouts.

**TYPES OF INDUSTRY**—Optics, choir and graduation robes, pottery, tourism, publishing.

**PLANNING**—7 man Planning Commission; Ocean Springs Industrial and Community Development Foundation Inc. underway; \$2,000,000 water and sewer program to improve present systems and extend service to newly annexed area to east of city, \$850,000 program for repairs and extensions of present school facilities.



In the year 1699, Pierre LeMoyne, Sieur d'Iberville sailed into what is now the Bay of Biloxi. On its hilly eastern shore, probably because the elevation offered a lookout position to post watch over the surrounding land and water, he established the first settlement on the Gulf Coast, laying claim to the land in the name of Louis IV, then King of France. On April 19, 1699, while Fort Maurepas was under construction, Father Anastasius, a member of the exploring party, conducted the first religious services ever held in the Mississippi Valley. Today this site is Ocean Springs.

Someone in that early party set about carving a stone marker to record the d'Iberville landing. Centuries later, in 1910, the old marble plaque was unearthed and was sent to a historical museum in New Orleans for permanent exhibit. A replica is displayed in the City Hall at Ocean Springs and the historic design has become a symbol of identification for the city in many presentations.

The people of the city have proudly sought to preserve the French Colonial heritage in new building and in the restoration of older structures. The result is one of the most charming business districts on the Mississippi Coast. Even the city's Post Office conforms to the traditional design that includes lacy ironwork and shutters.

Ocean Springs is a city of beautiful homes and a most magnificent collection of ancient live oaks. Unfortunately the price of progress in so many places has been the destruction of these wonderful old trees, regally bearded in Spanish Moss. Even now, as one of the finest new subdivisions in the city, LeMoyne Beach, is being developed, prime consideration is being given to saving the splendid oaks and pine trees on the tract. This will give residents the opportunity of enjoying landscaping effects not often possible in a completely new neighborhood. This section of luxurious homes will be provided with paved, curbed streets and all city services and conveniences in a tranquil and beautiful

setting on the bay.

After the recent annexation of four square miles of territory east of the city, planning a \$1.75 million project to extend water and sewer service to the acquired area began. In March 1967, voters approved a nearly \$1.5 million bond issue to finance the plan and the Dept. of Housing and Urban Development approved Ocean Springs' application for \$478,000 for the same purpose. Later in the year a grant from the Federal Water Pollution Control Administration supplied \$151,200.

In the spring of 1967 work began on the Ocean Springs Hospital, a satellite facility of the county's Singing River Hospital at Pascagoula. The design for the \$762,700 medical center contains 34 patient rooms, facilities capable of handling an eventual 105 beds, operating suite, delivery suite, X-ray section, laboratory, out-patient section, kitchen-dining areas, administration, library, waiting room, doctors and nurses lounge, locker rooms, and other necessary accommodations.

In November the city's voters approved a \$850,000 bond issue for repairs and extensions to existing school facilities. In giving priority attention to expanding necessary facilities in education and public utilities, Ocean Springs promises to be well on the way to meeting the needs of new residents when they arrive during coming months to work at the new automated shipyard in Jackson County.

The beautiful city that has lured people from all parts of the nation, especially artists, writers, and poets, will surely attract many newcomers with its picturesque living environment. The country club, golf course, riding stables, small craft harbor, and the opportunity to participate in water sports the year round, all add immeasurably to a way of life that is dreamed about and sought after by those in harsher climates. The people of Ocean Springs are eager to share their way of life with others and with sincere warmth, welcome all to their city.

★ ★ ★





# Le Moyne Beach

Bonjour!

This is LeMoyne Beach. The name is appropriately borrowed from Pierre LeMoyne, Sieur d'Iberville, founder of Ocean Springs (old Biloxi) and explorer of the Gulf Coast. The huge moss-draped oaks on the site have remained undisturbed for centuries and the setting is much the same as when the French explorer discovered this beautiful land and established the first colony. Now it is being prepared for a new way of life, offering you a site for your luxurious dream home. Fronting the sand beach and the Gulf, this is a prestige location within the city limits of Ocean Springs, just the right distance from schools and shopping, with all city conveniences and utilities.

Purchase your own lot—pick your own builder. Financing is available.

DEVELOPED BY LeMOYNE ET ASSOCIE

You are also invited to visit . . .

## Bechtel Heights

Construction has been started on two hundred new homes. Beautiful wooded lots, located just north of LeMoyne Beach.



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EXCLUSIVE AGENT





## HARRY D. REEKS • Ocean Springs artist-sculptor

By: Edna Wood Fraser, Public Relations  
—Gen. Sam Dale Monument—  
Mississippi State Park System

The artist-sculptor describes himself as being an individual demanding of himself absolute originality. He copies nothing; uses neither live models or inanimate setups. His preliminary drawings are done only once for subject concept acquaintance, but never repeated. He creates a work in the full scale from start to finish.

Reeks said his art is made up of life happenings, experiences—which have given him the directions he has followed.

"My thinking is a composite of realism, abstract, vibe and op. Instead of three, I see the world in four planes," he said. "This thinking determined the design for the General Sam Dale Monument."

"The beginning 'Concept of Design' for the General Sam Dale Monument was from the inspiration received in reading the Claiborne biography of General Dale. From this great impression, came the determination to do a monument which would belong to the man only: Sam Dale.

Mr. Reeks was born in Covington, Louisiana, May 23, 1920, of Irish ancestry, (O'Reeks),—a long line of artists, architects and master craftsmen. He sold his first work at age 15, in Baton Rouge, where his father was curator of the Museum in the Capitol Building and credits his father, the late John F. Reeks, Sr., as his main encouragement and inspiration. "Father was a genius and has many works in private collections; carved the governor's chairs beginning with Huey P. Long and ending with Earl Long; designed and built the Museum in the Capitol; also created all the Exhibits, engineered and constructed the famous salt and fresh water aquariums, and played an important part in the crafts that went into the House and Senate," Reeks said. "Grandfather Reeks constructed the Dome on the Library at Baton Rouge and did much of the crafts in the Old State Capitol," he added.

Harry D. Reeks studied at the Rienike Art Academy and the Old Arts and Crafts, New Orleans, and under Horace Russ and John Mass. Under the latter, he did much religious work, including working as an assistant on the Archbishop Rummel portrait, which was painted from life in the 1930's. Reeks also attended the California School of Fine Arts in San Francisco.

He volunteered for the Marine Corps in July 1941; was appointed staff artist for the San Diego Base, then Staff artist

THIS 9-FOOT figure of Samuel Dale, famed Indian scout and fighter, will rise 22½ feet in the air on the General Sam Dale Monument to be dedicated at Daleville, Lauderdale County, Mississippi. Artist-sculptor Harry D. Reeks of Ocean Springs was commissioned by the State Park System to create the original work of art as befitting the greatness of the man—Sam Dale. The base of the monument depicts in 22 bas-relief panels the memorable events in his life—and will enshrine his tomb.

(Photo by Edna Wood Fraser)

for the Department of the Pacific (Fleet Marine Forces), and was made Combat Artist. He made his first front-line drawings on Georgia, Solomon Island; then Valla La Vella; the Treasury Islands; Bougainville, Guam, Siapan. The highlight of his Marine art was the Battle of Iwo Jima. Reeks said he was the only artist who covered that island; was told the other artist—with the same assignment—lost a leg immediately upon landing.

Reeks' sketches were published in Collier's Magazine, newspapers and traveling shows in Museums—many while the battles were still raging. He was wounded twice, but not seriously, and remained in the service during the full engagement.

Reeks has enjoyed success in art painting, portraiture, graphics, landscapes, murals and sculpture. He was commissioned by the Catholic Church to create three major statues for the new St. Michael's Church in Biloxi—that commission now completed. He is presently commissioned by the same church to create Our Lady of Guadalupe Wayside Shrine, which will be the first one of its kind in North America. It is scheduled for completion the middle of next year.

Reeks' paintings have been sold in great numbers—and many reproductions of the originals. His paintings are in private collections, world-wide, including Molotov, Russia; Lanson, Wines, France; Castle, Honolulu; Blossman, Ocean Springs, Mississippi; Georgian Prince Zourab, brother-in-law of the King of Rumania; numerous celebrities of the motion picture and art world;—

U. S. CONGRESSMAN G. V. "Sonny" Montgomery, D-Miss., (left) visits the creator of the General Sam Dale Monument, artist-sculptor Harry D. Reeks in Ocean Springs. The monument to honor General Dale is being erected by the State Park System through funds provided in a bill put through the 1964 state legislature by Montgomery—then state senator.

(Photo by Edna Wood Fraser)



Time Magazine's Michael Demarest; General Earl C. Long; General Edson (Edson Raiders); the Ford Foundation and numbers of others.

Museums and Galleries that have shown Reeks' work include: De Young, San Francisco; Maxwell, San Francisco; Gump, Cannell and Chaffin, Phoenix and Los Angeles; Atlanta (painting of the year exhibition); J. L. Hudson, Detroit; John Barth, New York; Joshie's, San Antonio and Houston; Raymond and Raymond, Beverly Hills and San Francisco; Hecker, Oklahoma; House of Color, Albuquerque; Lowe, New Orleans; Bohemian Club (and Press Club), San Francisco; Bullocks, Los Angeles and Pasadena; Rotunda, San Francisco.

During 1966, Reeks' work was shown in the High Museum of Art, Atlanta; Columbus Museum of Art; Telfair Academy of Arts and Science; Dublin Art Gallery; Southwest Georgia Art Association and the Biloxi Municipal Gallery of Art.

Besides being an artist and sculptor of note, Reeks is rated as a lecturer on art and also a juror.

He is married and the father of a seventeen year old daughter—interested principally in piano. ★ ★ ★





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# ● HARRISON county

**AREA**—585 sq. miles; 374,400 acres.

**POPULATION**—Estimated 146,000.

**LOCATION**—Central Coastal Mississippi on Gulf of Mexico; Stone County, north; Gulf of Mexico, south; Jackson County, east; Hancock County, west.

**CLIMATE**—Mild; annual averages, temperature 68.1 (January 50.1, July 81.1), rainfall 62 in., frost-free days 350.

**GOVERNMENT**—County Board of Supervisors, one elected from each of five beats. Organized Feb. 5, 1841.

**TAX STRUCTURE**—Assessed valuation \$95,371,136, approximately 15% of real value. Tax levy countywide 36.50. Bonded debt \$16,437,450. Self-liq. Rev. \$7,376,500.

**SCHOOLS**—Public 9, enrollment 6,771; public special 2, enrollment 111.

**MEDICAL**—County Health Dept., new \$320,000 Health Center, 2 general hospitals, numerous clinics, Veterans Administration hospitals at Gulfport and Biloxi, county Doctor of Veterinary Medicine for livestock and meat inspection.

**UTILITIES**—Urban and industrial electricity, Mississippi Power Co., rural electricity, Coast Electric Power Ass'n; natural gas, United Gas Co.

**HIGHWAYS**—U.S. 49 north-south in center of county; U.S. 90 east-west along coastline; State 53 west to U.S. 49 in center of county; State 67 from U.S. 90 at Biloxi to State 49 in center of county; State 15 north-south to State 67 approx. 5 miles north of Biloxi. Interstate 10 will parallel U.S. 90 about 4 miles inland.

**TRANSPORTATION**—Mainlines of L&N and Illinois Central Railroads; Continental Trailways and Greyhound Bus Lines; major freight lines; Gulfport Airport, scheduled flights; deep-sea State Port of Gulfport; Harrison County Industrial Seaway; Municipal Transit Lines service between coastal cities.

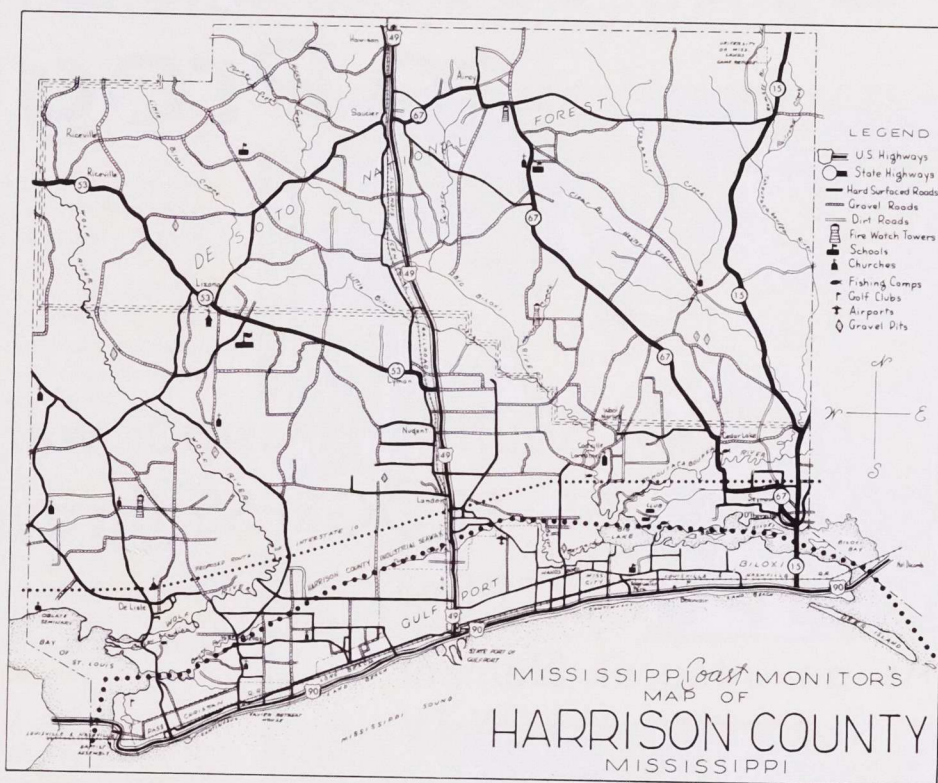
**COMMUNICATIONS**—Newspapers; Biloxi-Gulfport Daily Herald, dailies from Jackson, Mobile, and New Orleans; weeklies, Long Beach, Pass Christian; 2 monthlies, Gulfport; bi-monthly, Biloxi. Radio, stations at Gulfport and Biloxi; television, station at Biloxi.

**RECREATION**—All types of water sports, charter boats, hunting, golf, camp sites, hiking trails in DeSoto National Forest, sand beach, fishing piers and boat launch ramps, special events in cities annually, hobby clubs and cultural groups.

**TYPES OF INDUSTRY**—Chemicals, clothing, forest products, canning, seafood, metal fabricating, dairies, cattle, farming operations, barge and boat building, marine ways, tourist facilities and attractions, kitchen equipment, winches, glass bottles, electrical appliances, nets and trawls, aluminum extrusions.

**NATURAL RESOURCES**—Mild climate, products of the sea, forest, farm land, abundant water, including artesian strata, gravel deposits, navigable waterways, seaside location.

The "golden coast" of Harrison County has been a tourist mecca for generations. The long established importance of tourism as a major economic factor has resulted in the development of fine hotels and motels offering the best in tourist and convention facilities. Tourist attractions have been expanded by both public and private investment and yearly schedules of events programmed with the visitor in mind have been successful in building an attractive reputation that lures thousands each year to share in the "fun in the sun on America's Riviera."



In addition to the luxury hotels, every type of usual tourist accommodation is available. The fabulous cuisine, many historical sites, and the advantages for participating in year round golf and water sports, places the Harrison County Gulf Coast high on the list of the nation's favorite vacation lands.

Harrison County has also worked diligently in another quarter, the area of industrial development related to its waterside location. In addition to the State Port of Gulfport and the port of Biloxi, the county, through the Harrison County Development Commission, has created a unique industrial waterway that extends westward from Biloxi, through the Bay of Biloxi, to Gulfport. Since the commission was organized \$9.2 million has been spent or committed to develop the project. At present the county can offer over 1500 acres to industry that is served by rail and highway and with drainage, sewerage, and ample water supply. Many important industries have already located on this waterway because of its transportation advantages and growing market area.

Eventually the seaway will extend completely across the county to the Bay of St. Louis. The western end as far as Pass Christian has been completed and the industrial site at that city already has occupants.

Inland, the residential growth is spreading rapidly northward from the four cities that are "shoulder-to-shoulder" along the coastline. Attractive subdivisions, shopping centers, and new schools are appearing at an unprecedented rate and Interstate 10 (construction to begin in a few months) will carry traffic east-west. An extra wide divided highway in the center of the county, north-south, has contributed greatly to the growth in countywide population.

New school at Lizana in Harrison County.





# Eye-Witness to Progress ...

In 1968 . . . South Mississippi will again Witness  
CONTINUED PROGRESS through the Eyes of  
Channel THIRTEEN

As an integral Element  
of Expansion, WLOX-TV  
CONTINUES to Serve  
14 South Mississippi's Ever-  
Growing Needs.



## WLOX-TV

BILOXI · GULFPORT · PASCAGOULA

# 13



# "The Voice of South Mississippi WLOX-TV"

By Steve Saucier  
News Director

The brief five year history of WLOX Television has been one of progress and inspiration. It would be hard to find, in these United States, a TV Station that has enjoyed a better record of growth.

When channel thirteen began operation on October 14, 1962, there were no experienced personnel employed. The management decided to use local people, people who intended to make the Gulf Coast their home. Since people are the heart of a television station, this has paid off immeasurably.

Today WLOX is made up of over sixty people, people whose goal is a bigger, better and more prosperous community.

WLOX has been called "The Biloxi TV Station". The truth is that Channel Thirteen is one of the rare stations that has a tri-city license. It is "The TV Station for Gulfport, Pascagoula and Biloxi". But it doesn't stop there. WLOX has a city grade signal (received by over fifty per cent of the sets) in some twenty two Mississippi counties, plus three Louisiana parishes and three Alabama counties. WLOX is working to help create a spirit of unity in this area, for the greatest potential of growth and development.

If the history of WLOX has been bright, then the future must be termed "Colorful", for in the first few months of 1968, Channel Thirteen will become a full color operation. At this writing all of the color equipment has been delivered and is being checked and readied for installation.

To keep in step with the demands of an increasingly knowledgeable society, Channel Thirteen has pledged constant expansion in its pursuit of local news. Information is the backbone of democracy, and to remain a free and prosperous country, we must have constant communication—both with public officials and the events around us.

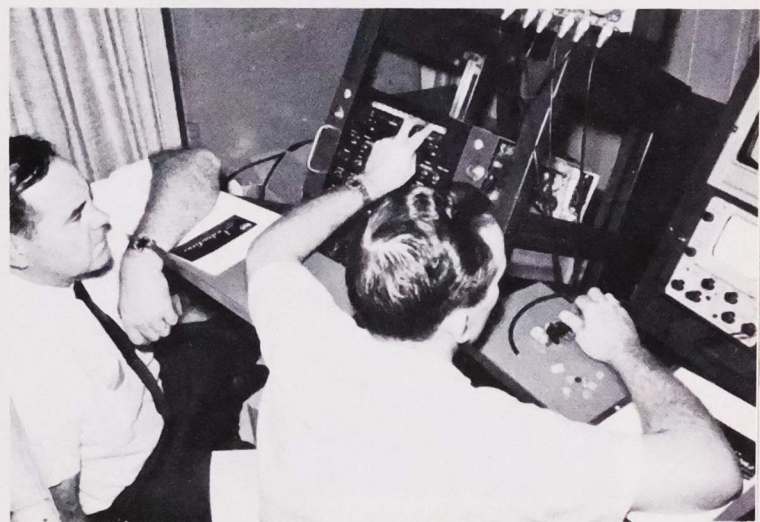
Some sixty people operate WLOX Television, but it is up to the public to take full advantage of the services offered. Television is much more than a media of entertainment—it is the voice of the people.

Channel Thirteen listens to the mandate of the people and speaks for, and to, south Mississippi.

Top: Nervecenter—from this control room comes a continuous flow of information and entertainment. The director and audio engineer working in unison with camera men, projectionists, video-tape machines, slide "drums", and network monitors assure that local productions, network programs, and commercials are broadcast.

Engineering Know-How: All of Channel's 13's complicated electronic gear must be kept in tip-top condition. Chief Engineer "Blue" Majure, on the left, and his staff work constantly to see that all equipment works properly. With the advent of color equipment, new engineering techniques must be learned and employed.

Bottom: Film, Film, and more film—whatever has to be done with film, Bill Collins does it. The film director edits, splices, times and inserts public service announcements in all program films. He must assure that films are of broadcast quality.





# The waters that surround us . . . . .

16



*have shaped the destiny of Coastal Mississippi. In 1699, sailing ships from France carried the first colonists to the shores of Biloxi Bay. Over a century ago schooners served the saw-mills that brought the first big population influx. The fishermen, boat-builders, net weavers, the thousands who came because of beaches, small craft harbors, inland streams; a site chosen by NASA because giant rockets required barge transportation; water-side industrial sites, the nation's largest oil refinery, huge shipyard, all here because we enjoy the advantage of a seaside location and navigable inland waterways.*

*Since 1899 Hancock Bank has been serving the resourceful citizens of Coastal Mississippi as they work to best utilize this great natural asset. Today we have nine banks for customer convenience offering the latest in banking facilities necessary to a growing economy.*



*The Only Bank You'll Ever Need.*

# HANCOCK BANK







Plant Jack Watson

# MORE POWER for PROGRESS



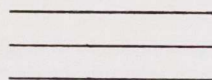
Artists' conception • General Office Building • Gulfport

Since 1925, Mississippi Power Company has been supplying dependable electric power to its customers in Southeast Mississippi. It has invested more than \$205 million in electric facilities and expects to spend over \$33.9 million for construction in 1968-1970.

In 1967, a new 230,000 volt transmission system was energized from Lauderdale County southwest to the Louisiana state line, and a similar system paralleling the Gulf Coast is under construction. Scheduled for completion in 1968 are a \$29 million fourth generating unit at Plant Jack Watson midway between Biloxi and Gulfport and a \$2.5 million seven-story general office building in Gulfport.

Reliable, low-cost electric power is a prime requisite for a growing economy, and Mississippi Power Company is ready to supply in abundance this vital energy of progress.

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Industrial Development  
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GENERAL OFFICES • GULFPORT, MISS.



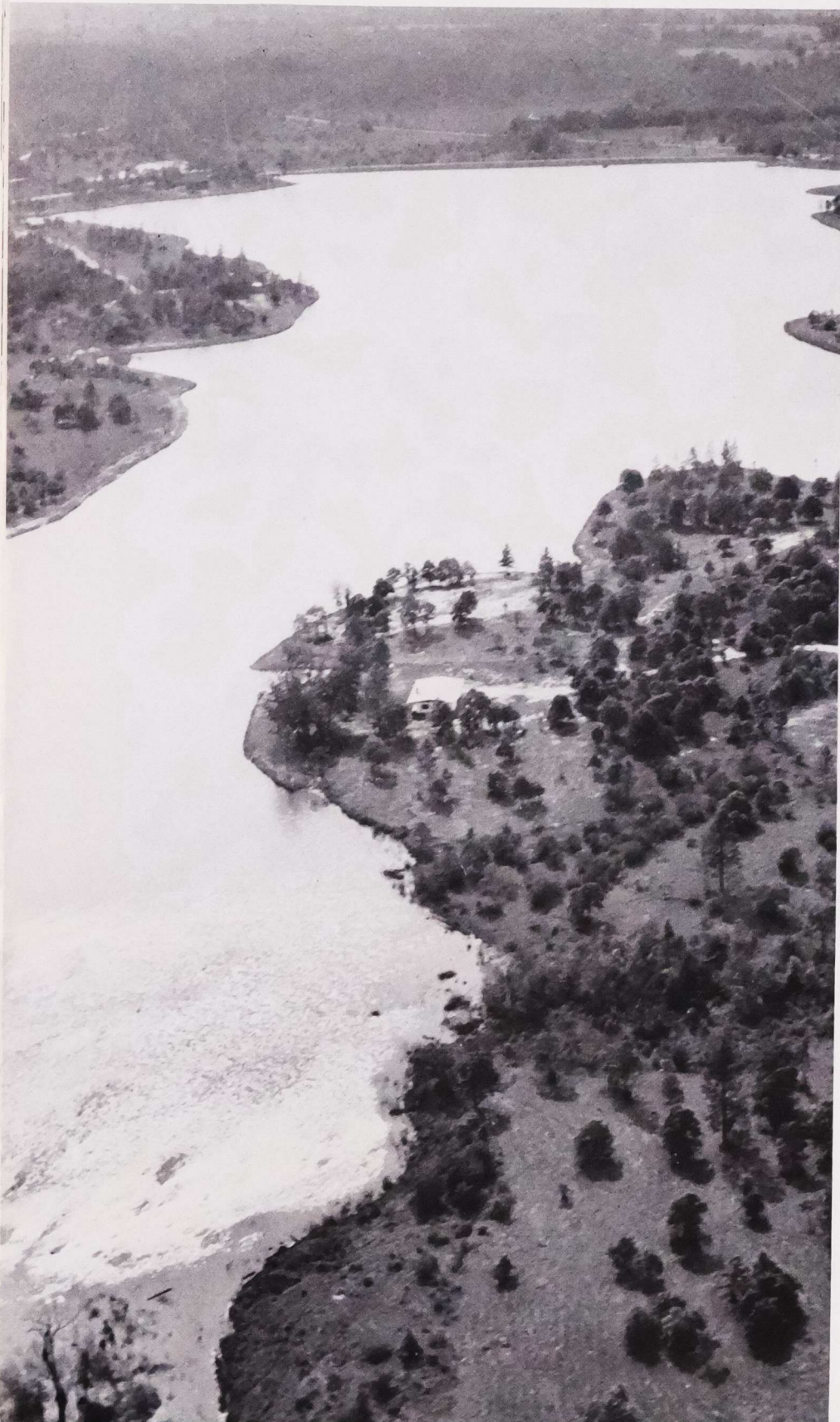
# WHAT'S GOING ON

## in the Pascagoula River Basin

By Sweep T. Davis,

Executive Director—Secretary

Pat Harrison Waterway District



Resource development in the six coast counties is closely associated with development in the Pascagoula River Basin. This statement can be applied to the development of industries and of cities. In every sense of the word, our growth in these areas depends upon our wise use and management of soil and water resources.

People in the coast areas know how valuable their streams and Gulf are, not only because they have values for recreation and transportation, but because they constitute one of their most valuable tourist attractions. The quality of streams flowing into the Gulf, and the Gulf itself, are effected by the condition of land far upstream. For this reason, protection of forest and open land in all of the 15 counties upstream vitally concerns the coast area.

The location of anticipated industries in this area, whose impact on economy will be Basin-wide, in most cases will be dependent on natural resources. The most important of these are paper mills which will desire to locate in the Pascagoula Basin as a result of feasibility studies prepared by the Pat Harrison Waterway District. These industries will represent a construction investment of from \$40 to \$80 million. Paying scales far above those of most Mississippi industries will provide jobs and generally boost economy in the vicinity to such a point that both our under-employment and un-employment labor will be taken care of.

At the same time, this rising standard of living Basin-wide will be felt in higher retail sales all across the Coast, as people with more leisure and more money to spend gravitate to this section.

For these obvious reasons, we believe that a coordinated basin plan will help the Gulf Coast residents—and that they will be interested in hearing a little about what we have already done, and what we plan to do.

Silver Run Lake in Stone County is a good example of recreation lakes being developed in this area in cooperation with local Soil Conservation Districts to fill the need of family-type recreation and provides a favorite spot for anglers. Land is being put to its best use and all natural resources are being considered and developed.



In the District we have devoted special attention to some pressing problems. Among them are the need to relieve flooding, which is a problem on about one-fifth of all this area, including major cities like Meridian, Laurel and Hattiesburg. We believe that we will eventually lick this problem with the cooperation of local landowners, and local Soil Conservation Districts and by a combination of land treatment and structural measures, installed by the U.S. Corps of Engineers, the Soil Conservation Service and our own Pat Harrison Waterway District.

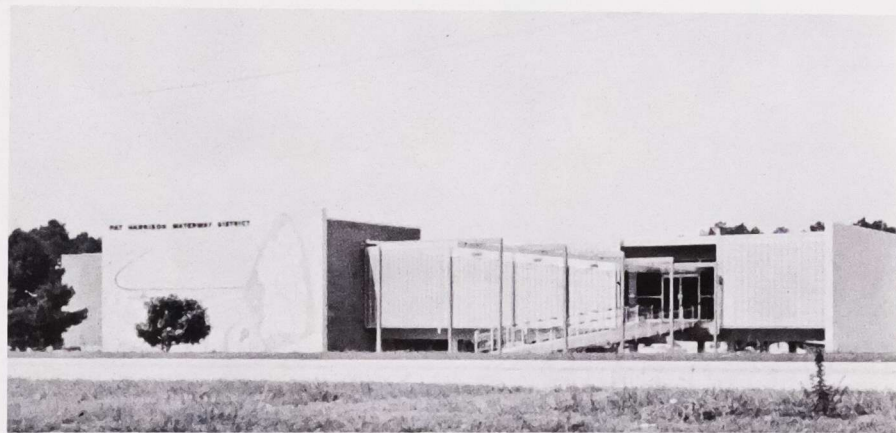
We know that it is imperative for us to reduce pollution in our streams, and this particularly applies to the Pascagoula River as it flows into the Gulf. Water storage in reservoirs, and conservation treatment, through local Soil Conservation Districts, of critically eroded areas such as roadsides, abandoned woods roads and neglected land are among the ways in which will improve water quality basin-wide.

We have also been very much concerned with development of projects to store water, because while it may seem we are overflowing with water, the actual fact is that economists forecast there will be about 1 and 3/10 million persons living in the basin by the year 2015, over half of them in the Pascagoula-Moss Point area, and their water needs simply cannot be met solely with ground water.

Not only will their needs include water for cities and industries, but water for recreation. Here again, we have a crying need, obvious throughout the Basin, all the way to the Mississippi Sound where the Pat Harrison District has already prepared feasibility studies for boat ramps that will vastly increase the enjoyment and use of this valuable water resource.

Basin-wide we simply have not done nearly enough to develop our water based recreational facilities. There is a real need for this type of enterprise, and it will become more acute as our population increases.

L. A. Sparkman, Soil Conservation Service, observes young stand of trees in Hancock County. Managing Woodlands to get full reproduction is an important conservation practice. Where on-site assistance is needed, land owners may request assistance from their local Soil Conservation District.



Pat Harrison Waterway District Headquarters, Hattiesburg, Highway 49, South.

#### HOW ARE WE WORKING ON THESE PROBLEMS?

Just recently, the Pat Harrison Waterway District, which is the state agency representing local interests in the 15-county basin, the U.S. Corps of Engineers, and the U.S. Department of Agriculture informed the general public at a public hearing held in Hattiesburg of an "early-action" plan for the Pascagoula Basin.

This plan is based on the comprehensive Basin Study completed just recently by these and other federal agencies, and it pin-points those things we feel should be immediately undertaken if we are ever to begin to make the most of our soil and water resources. Some of the projects are already in progress, others are on the drawing board, and still others will require much work to get out of the dream stage.

If local people move ahead (and the Corps projects are dependent on local cost-share, the Soil Conservation Service projects are dependent on local sponsorship and cost-share)—we would have some 17 SCS-administered watershed projects in the upstreams and 6 U.S. Corps of Engineers projects on the main rivers. Also, the Pat Harrison District plans to install a total of 8 watershed projects.

Development of the early-action plan would reduce flood damages in the Basin by about forty percent, and by an even higher percentage in the major urban areas.

Protective measures to stop the loss of soil and reduce the flow of damaging sediment would be applied on approximately 14,000 acres of badly eroded open land and 8,069 miles of caving roadbanks. An additional 60,815 acres of open and forested land would be planted to trees and 27,877 acres seeded to wildlife feedcover plants.

With the planned projects in place, the program for pollution control underway by local government and private interests, would insure the maintenance of good quality water throughout the Basin.

Reservoirs in the vicinity of Meridian, Laurel, Hattiesburg and Pascagoula would supplement ground water. In the case of Pascagoula, the proposed Harleston Reservoir would provide that metropolitan area with 100 million gallons a day of the projected demand of 339 million gallons a day in 2015, and the remainder of the demand would be obtained by enlarging the existing supply from the Pascagoula River and developing additional sources on tributary streams above Cumbeest Bluff.

*continued on page 73*







## THE GULF INTRACOASTAL WATERWAY

20

Above: Seashells dredged along the Gulf Coast are an important commodity transported on the Gulf Intracoastal Waterway. They have many uses, from chief ingredients in cement to poultry feed. Because the waterway is sheltered from the rough seas of the open Gulf, barges can be loaded deeply.

Colonel Robert E. Snetzer, Army District Engineer at Mobile, has among his responsibilities the development and maintenance of the Mississippi section of the busy Gulf Intracoastal Waterway.



By Colonel Robert E. Snetzer  
U. S. Army District Engineer, Mobile, Alabama

Along the Mississippi coast, barely in sight of land at times but sheltered from the rough seas of the Gulf of Mexico by the row of offshore islands, runs a water thoroughfare of immense value to the State.

This is the Gulf Intracoastal Waterway, a barge channel stretching along the Gulf from Florida to Mexico by way of coastal bays, sounds, tidal estuaries and, where needed to connect them, man-made land cuts. Constructed and maintained by the U. S. Army Corps of Engineers, it provides a way by which light-draft vessels not suited to navigating long stretches of the open Gulf can move freely between all coastal points and all points on connecting inland channels.

With minimum dimensions of 12 feet in depth throughout and 150 feet in width from Mobile to New Orleans, it accommodates a tremendous volume of modern barge traffic. Fishing vessels and recreational craft also make frequent use of its normally quiet waters.

Beginning in the last century, the Corps of Engineers has spent approximately \$100,000,000 in constructing and improving the Gulf Intracoastal Waterway and approximately \$90,000,000 in maintaining it. For this investment the Nation has obtained a 1,100-mile waterway which carries 80 million tons of commerce a year and has played a vital part in revitalizing the economy of the entire region it serves.

Little expenditure has been needed on the Mississippi section of the Waterway since it follows for the most part a natural channel with dimensions greater than those required. Dredging is occasionally performed to remove shoaling in the Lake Borgne reach, which extends into Mississippi waters for several miles at the western boundary.

Commercial traffic on the Mobile to New Orleans reach of the Waterway, which traverses the Mississippi coast, amounted to 13,360,000 tons in 1966, making it by far the most heavily traveled waterway in the State after the Mississippi River. This tonnage exceeded that of Pascagoula Harbor, its nearest competitor, by nearly 4 million tons. And of the total 9,673,800 tons of commerce tallied at Pascagoula Harbor last year, 4,419,900 tons, or about 45%, moved in or out by barge over the Gulf Intracoastal Waterway.

By far the biggest tonnage on the Mississippi section of the Waterway consists of gasoline, fuel oil, jet fuel, kerosene and other petroleum products moving to distributors and consumers from Texas and Louisiana refineries and from the Pascagoula refinery. Crude oil moving to these refineries also accounts for a portion of the tonnage. Other commodities moving in quantity are industrial chemicals, largely from Texas and Louisiana, grain from the midwest bound to Pascagoula and Mobile for export, oyster shells dredged





Gulfport's deep-draft harbor serves barges used on the Gulf Intracoastal Waterways and connecting inland waterways as well as ocean freighters.

from the Mississippi Sound and Mobile Bay moving to processing plants and roadbuilding sites along the Waterway, coal from the Ohio Valley moving to steam generating plants along the coast, sand and gravel, limestone, fertilizer materials, sulphur from Louisiana bound for industrial plants, metal products including iron and steel, and pulpwood moving to the paper mill at Moss Point.

For the Gulf Intracoastal Waterway is the Mississippi Gulf Coast's water link with ports and feeder channels all along the Gulf crescent and with the vast inland network of the Mississippi River system and the Great Lakes. The stimulus it gives trade and industrial expansion by providing low-cost transportation for bulk commodities can hardly be measured.

As the Waterway is extended down the west coast of Florida, the Cross-Florida Barge Canal is completed to connect with the Atlantic Intracoastal Waterway, and additional connecting channels tie new interior regions into the barge network, the Gulf Intracoastal Waterway will continue to contribute more and more to the economic wealth of the State.

★ ★ ★

Top right: The Mississippi section of the Gulf Intracoastal Waterway, 77 miles in length, provides a protected channel connecting the State's coastal ports with other ports and inland waterways.

Center: Space rocket boosters are shipped over the Gulf Intracoastal Waterway to NASA's Mississippi Test Facility in Hancock County.

A commercial dredge under contract to the Army Corps of Engineers is shown deepening Pascagoula's busy harbor opposite Ingalls Shipbuilding Company's extensive plant.







## *Welcome to Biloxi...*

Thousands of people visit Biloxi each year—city of history, city of legend, city of hospitality, a city that caters to these guests who prefer it as a convention or vacation site. The white beach, flower bordered streets, year-round golf, regattas, Mardi Gras, Shrimp Festival, all the color and excitement of this Coastal city is unique and fascinating, luring visitors to return many times.

22

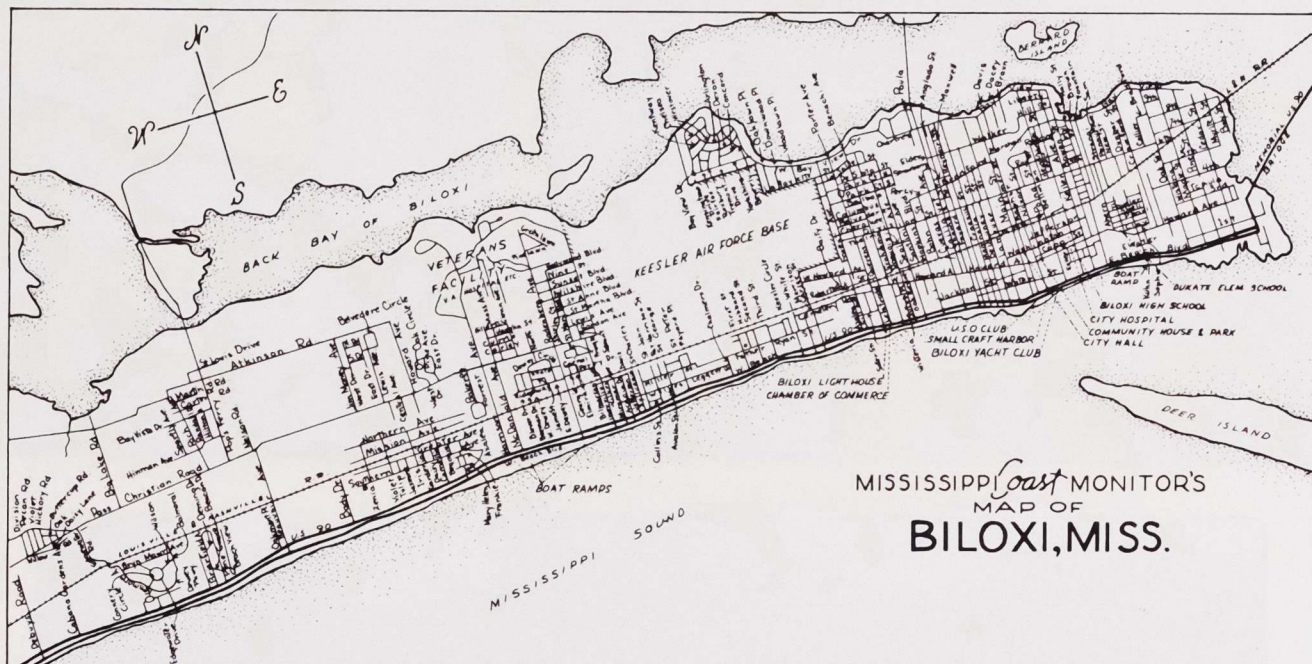
# *Beautiful Biloxi*

## QUEEN CITY OF COASTAL MISSISSIPPI

Biloxi is a busy city. Home of Keesler Air Force Base and one of Mississippi's four coastal ports, it is strategically located at the eastern end of the Harrison County Industrial Seaway. New industry arrives steadily and modern shopping centers draw trade from a wide radius. Planning is its keynote and it is the only city in Coastal Mississippi employing a resident planner.







MISSISSIPPI COAST MONITOR'S  
MAP OF  
BILOXI, MISS.

## BILOXI

**POPULATION**—Estimated 52,000 exclusive of Keesler AFB.

**LOCATION**—Southeastern Harrison County on Gulf of Mexico; on U.S. 90; southern terminus of State 67; on mainline of L&N Railroad; 84 miles east of New Orleans, La., 61 miles west of Mobile, Ala.; eastern entrance to Harrison County Industrial Seaway.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**TAX STRUCTURE**—Assessed valuation city \$48,380,477, sch. dist. outside \$370,935, approximately 35% of real value. Tax levy inside city 53.156, school district outside 28.338. Bonded debt city \$2,575,600, school district in and out \$2,064,000, self-liquidating Revenue \$4,040,000.

**SCHOOLS**—Public 14, enrollment 9,587; parochial 6, enrollment 1,543; private 2.

Biloxi's small craft harbor is a busy place the year round. Deer Island can be seen in the background of this picture.



**POLICE AND FIRE PROTECTION**—Police chief and 53 personnel, new headquarters and jail. Fire chief and 47 firemen, 8 pumpers, two new fire trucks and snorkle, 65 ft. ladder truck, chief's car; water pressure normal 40 lbs. emergency 65 lbs., 6 fire stations, plans and specifications complete for new Fire Dept. and Emergency Operations Building.

**UTILITIES**—City-owned water and sewer systems, electricity and natural gas, see county.

**MEDICAL**—Biloxi Hospital, Howard Memorial Hospital, Keesler AFB Hospital, Veterans Administration Hospital, numerous clinics.

**CHURCHES**—30, all principal denominations.

**RECREATION**—Parks, playgrounds, golf courses, yacht club, sand beach, all water sports, charter boats for deep sea fishing, bowling, movie theaters, supper clubs, ball parks. Special events; Mardi Gras parade and ball, Blessing of the Fleet and Shrimp Festival, Outboard Jubilee, Miss Hospitality Contest, Camellia Queen Contest, Christmas Parade.

The many handsome old homes along the Biloxi beach drive are great favorites with tourist shutterbugs.



**CULTURAL**—Biloxi Public Library, Lameuse St.; new library under construction; Biloxi Art Assoc., Theatre of the Arts, Biloxi Community Concert Assoc., Mississippi Coast Camera Club; Biloxi Cultural Committee.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Lions, Rotary, Kiwanis, Business Club, Exchange Club, Optimist, American Legion and Auxiliary, B&PW, Garden Clubs, VFW and Auxiliary, Masonic, Eastern Star, KC, Scouts, PTA, B'Nai Brith, Altrusa, Pilot Club, Jaycees, Woman's and Junior Woman's Clubs.

**TYPES OF INDUSTRY**—Building products, metal works, tents and awnings, nets and trawls, seafood, canning, boat building and repair, cat food, tourist and convention facilities, tourist attractions, winches, printing and publishing. New, electrical appliance company at industrial park.

**PLANNING**—See special story Biloxi—Building a 'City Beautiful'.

Jefferson Davis Elementary School, set in an attractive pine grove, is typical of the modern schools provided for Biloxi's children.







24





ON OPPOSITE PAGE

Top left: Overall picture of two sets used every day on WLOX Channel 13. The color combinations are blended to achieve maximum color effect as WLOX goes full color in 1968.

Top right: Shown at work in his studio is Joe Moran, Biloxi artist who has gained fame for his incomparable paintings of fishing and sailing craft of the Mississippi Gulf Coast. His work hangs in important collection throughout the country. The Moran Gallery and Art School are attended by both residents and out-of-town artists.

Center: Dams proposed in far-reaching river basin development plans for the Pearl and Pascagoula Rivers will provide many large lakes for outdoor fun seekers in South Mississippi.

Lower left: Glennan Park in Biloxi. At far right of picture is mast of cruiser Biloxi in Billy Guice Memorial Park.

Lower right: Aerial view of Biloxi's small craft harbor. Tip of Deer Island visible at top of picture. Billy Guice Memorial Park lower left, Glennan Park, lower right.



Landmarks in Billy Guice Veterans Memorial Park.

# Biloxi — Building a City Beautiful

by: Louis Rash, Planning Director,  
City of Biloxi

In November 1966 the City of Biloxi initiated its current Urban Beautification Program and applied for a Federal Grant for matching funds under the Urban Beautification and Improvement Program of the Department of Housing and Urban Development, Urban Renewal Agency Administration. The program was designed to help the community become a more pleasant place in which to live and to help repel blight and other undesirable conditions which exist in cities. Under the program, grants are available totaling fifty percent of the cost of beautification activities for projects that will provide long term benefits to the community such as improvements of parks and other community owned public open spaces.

The activities fall in four groups which are characterized as follows:

I. The upgrading and rehabilitation of parks and playgrounds and other open space areas.

II. The design and construction of undeveloped areas such as squares, plazas, water fronts, and the substantial upgrading of existing facilities of a like nature.

III. The substantial upgrading of the appearance of streets, parkways, and other non-recreational public places.

IV. The rehabilitation and beautification of historical and other public building sites with extensive land fill, special lighting, and related work.

In preparing the Biloxi program a five year program was planned to include a considerable number of projects. The Community Center Parks located at the foot of Main Street adjacent to the Biloxi Small Craft Harbor called the Glennan Memorial Park and the Billy Guice Veterans Memorial Park. The

Glennan Park is characterized by a large lighted fountain in its center with the concrete impressions of items common to the seafood industry on the four sides. The Billy Guice Veterans Memorial Park is characterized by a large white marble monument flanked by eternal torches, the mast and other items from the Cruiser Biloxi, and with promenades and benches throughout the area.

Much of the labor and equipment involved in building the Billy Guice Memorial Park was furnished by the Seabees from the U.S. Seabee Training Facility in Gulfport, Mississippi. These parks also feature extensive parking facilities and restrooms.

In addition to the projects explained under Group I are the planting of trees and shrubs in the Magnolia-Jackson Street Triangle Park, the upgrading and rehabilitation of existing city parks.

Under the activities in the second group, approximately seventy-five acres were recently acquired from the Veterans Administration and the city proposed to build a community park consisting of picnic facilities for all the citizens of Biloxi. Work to date has consisted of improving drainage and clearing underbrush so that the site is accessible. It is planned that the picnic facilities will be available for use this year. Additional facilities planned for the area are the Community House and facilities, tennis courts and other recreational facilities.

Other projects in this group consist of Lee-Heidenheim Back Bay Recreational Area where it is planned to convert an old sanitary fill area into a recreational playground with baseball diamonds and other facilities.

The removal of debris and junk from along the city's Back Bay area was another large project for the 1967 program. This program is to continue until the Back Bay Waterfront is made as attractive as possible.

Under the third group, the projects consist of creating and rehabilitating facilities for the use of the Biloxi Sand Beach. Concrete sun shelters, comfort stations, and area lighting are planned for the future. In addition, planting of the neutral ground of Highway 90 is contemplated.

The newly constructed four-lane Division Street with a four foot median strip will have planting and landscaping for its entire length.

In 1967 the open spaces in and near the Central Business District were upgraded by planting and landscaping and now includes a small park at the site of the old City Hall and a well landscaped parking lot between Reynoir Street and Thomas Street.

Additional activities under the 1968 program will include shadow fencing on the Jackson Street Parking Lot and the general upgrading of other open spaces.

It should be noted here that the Mississippi Power Company has consented to move their high power lines from Howard Avenue leaving only those wires necessary to provide street lighting.

Under the Group IV activities, the recently acquired Baldwin Wood estate property located on West Beach and Bellman Street will receive rehabilitation of the grounds to include refurbishing of fountains and statues. Also under this group in the area of the Historic Lighthouse on the beach front extensive

continued on page 27





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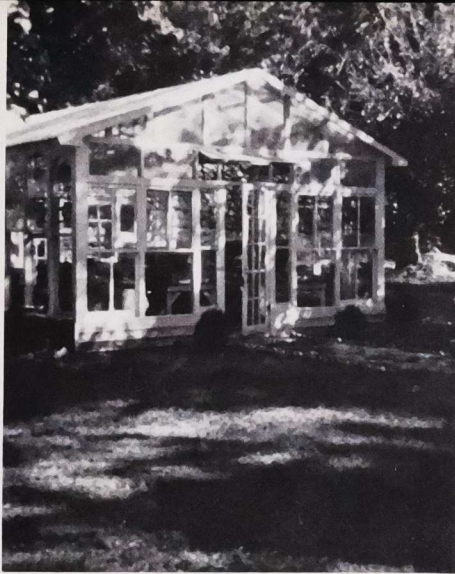
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City greenhouse where annual plants for park beautification are started.

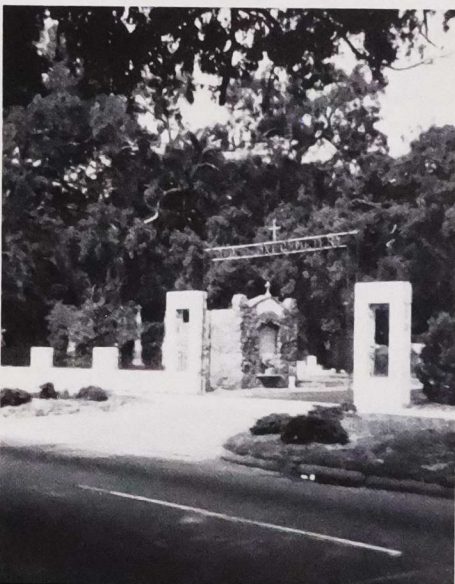
planting and landscaping are contemplated. This will serve for a twelve foot statue of D'Iberville and the Indian, which is proposed and will add to the historical significance of the area.

By far, the most publically accepted and approved project in the 1967 program was the rehabilitation of the old Biloxi cemetery. This work included the construction of an old brick fence along the northern edge adjacent to Irish Hill Drive and the general renovation of roadways and open spaces.

The 1968 program which is nearly complete includes the paving of streets and roads in the Biloxi Cemetery and the construction of an old brick fence on the southern boundary north of the L & N Railroad. This project has stimulated considerable interest on the part of the citizens and is shown in the private rehabilitation of the grave sites and apertures.

Enthusiastic officials of Biloxi are proud of this program, the effect that it will have on the overall appearance of the city and the attitude of citizens who see their city become more each day "A City Beautiful." ★ ★ ★

Entrance to Old Biloxi Cemetery.



# TOTAL PLANNING for Coastal Mississippi

## THE GULF REGIONAL PLANNING COMMISSION

by: Jack Different, Executive Director

Simultaneously with the impact of the Mississippi Test Facility of the National Aeronautics and Space Administration, efforts were initiated to establish a regional planning agency for the preparation and maintenance of a comprehensive long-range plan to guide growth and development. From those efforts there has emerged the Gulf Regional Planning Commission, jointly sponsored by Hancock, Harrison, Jackson and Pearl River Counties.

The Commission has completed an initial project which provided aerial photography of three of the counties, and a Study Design, which reviewed and evaluated all available studies and reports affecting development in any part of the Region. From that evaluation a work program was established to guide future activities.

The Commission is now engaged in a series of technical studies, with financial assistance from the Department of Housing and Urban Development. Current projects include the preparation of base maps, a land use inventory and analysis, a population-economic study, and a public utility study. These activities are considered essential first steps toward development of a workable, comprehensive plan for the Region.

In addition to these, the Commission has entered into an agreement with the Mississippi State Highway Department for the conduct of a Gulf Coast Urban Area Transportation Study. The Study will examine existing transportation facilities and systems, and develop a long-range plan having as its basic objective the efficient, safe and prompt movement of goods and people into, within and through the Region. The Study will be financially aided by the Bureau of Public Roads, U. S. Department of Transportation, and the Commission's Executive Director will serve as Study Coordinator.

Commission offices are maintained in Bay St. Louis; the staff is headed by Jack Different, Executive Director. Close liaison is maintained with local planning groups and municipal and county governments. A major function of the Commission is the coordination of efforts and public expenditures for improvements, seeking to secure the installation of the right facility in the right place, at the right time, with a minimum of duplication. A related major activity of the Commission's staff is that of "spreading the word" throughout the Region, for the Commission recognizes that popular understanding of the planning program immeasurably increases the probability of acceptance—both by elected officials and private citizens.

The entire program can appropriately be described as "total planning." Work elements have been designed to provide an unusually wide array of information, and the use of computers is contemplated for recording, retrieval and analysis of information. This will be especially helpful in conduct of the Transportation Study, to be sponsored by the Bureau of Public Roads, and embracing all of the area expected to become urban in character during the next 20 years.

Recent designation of Biloxi and Gulfport as a Standard Metropolitan Statistical Area—the second in the State—emphasizes the rate of growth within the Region, and adds great significance to the planning work now being done. The plan must be kept current to be of value, and the coordination of efforts within the region becomes increasingly important. A basic goal of the Commission is, and rightly should be, the development of the best possible surroundings for the generations yet to come. ★ ★ ★



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## The Bank That Encourages Art in Biloxi

Twelve years ago, on our 60th birthday, we started our Picture-of-the-Year Competition. About thirty pictures are chosen for hanging by a professional jury. At our annual old-fashioned birthday party each April, a \$100 first prize, a second prize, and a third prize, are awarded the Gulf Coast artists whose pictures are selected by popular vote of the people.

During the year, works of leading Coast artists are presented, with thirty day displays allotted each artist. In this way local talent is recognized and our customer can enjoy viewing the colorful array. We are also co-sponsors of the Biloxi Art Association Annual Art Show and donor of four awards in painting.

This effort to encourage art is our special contribution to our many friends who rely on us through the years for banking service that is CONSERVATIVE, DEPENDABLE, EFFICIENT.

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28



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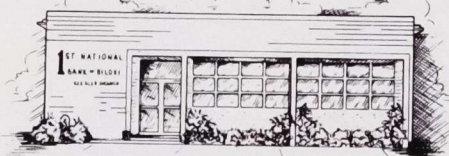
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*Pass Road Branch*



*Keesler Field Branch*

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*Oldest Bank on the Mississippi Coast*







## KEESLER ADDS FLYING TRAINING TO ITS MISSION ACTIVITIES

by: John H. Redman  
Chief, Public Information Branch  
Keesler Air Force Base, Mississippi

Keesler Air Force Base, known as the Electronics Training Center of the United States Air Force, added flying training to its mission operations in 1967.

The first T-28 trainer aircraft arrived at the Biloxi base in February. Flying in the nine-plane formation were USAF instructor pilots and foreign students who are being trained under the Military Assistance Program.

The 3389th Pilot Training School conducts the flight training for the foreign officers and aviation cadets. The program includes instruction in the T-28 single engine trainer, and in the twin engined C-47 aircraft.

The motto of Air Training Command, "Prepare the Man," is translated into action throughout Keesler, both in its flying training and technical training programs.

The pilot training program is composed of three major phases—flying, academic and military instruction. In the Undergraduate Pilot Training Course, the student receives 200 hours of flying including training in instruments, navigation and formation flights. He also receives 56 hours of flight simulator time.

His academic curriculum consists of 258 hours in classroom instruction in such related subjects as aircraft engineering, pilot operating procedures, aviation physiology, flight operations and planning, radio communications, navigation and survival indoctrination.

The 3389th not only provides basic training leading to a USAF aeronautical pilot rating, but also conducts advanced training. The majority of the students receive transition training in the C-47 after completing undergraduate instruction in the T-28.

They may also receive training as instructors to serve in that capacity upon returning to their homelands.

While the sight of aircraft landing and taking off is again a familiar daily occurrence at the Air Training Command base, its vast technical training program is not as easily apparent. Yet communications and electronics training in more than 100 courses is the prime activity of the base.

Keesler's training is both inter-service and international. Thirty countries are represented by military personnel receiving technical or flying training.

During Fiscal Year 1967, 31,000 officers, airmen and members of other services were graduated. Trained in skills essential to the defense of the free world, they joined commands and units around the world dedicated to this purpose.

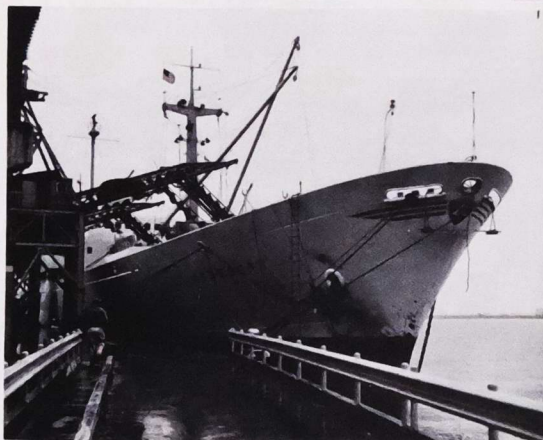
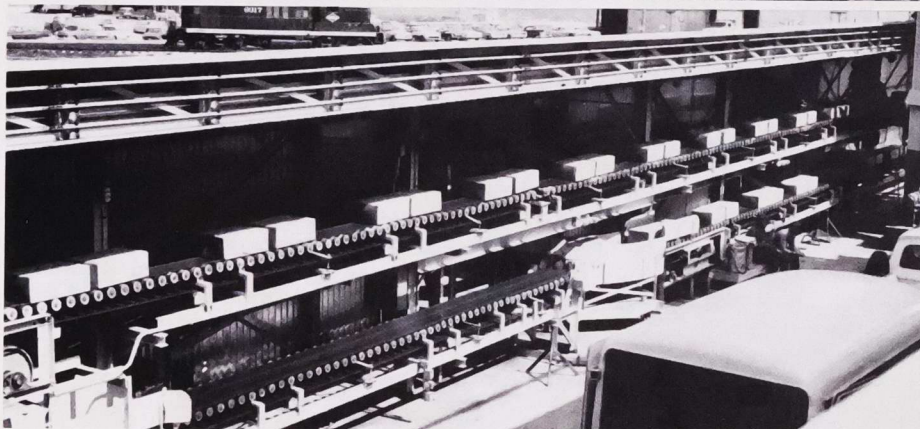
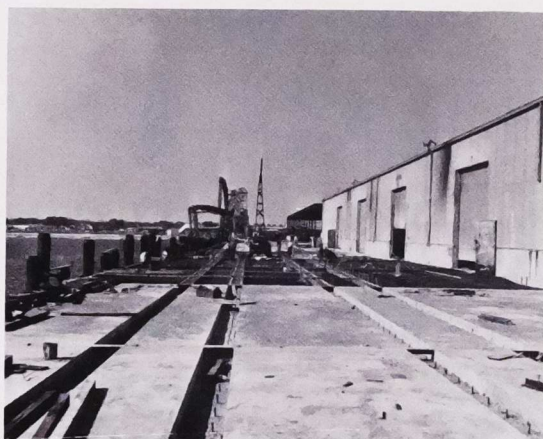
Airborne T-20's are a familiar sight at Keesler AFB where they are now being used for pilot training of foreign students under the Military Assistance Program.

Electronics principles training is the foundation for the majority of courses for airmen students at Keesler AFB. (All Keesler AFB photos on this page.)





# Expansion underway for maximum service



A \$5.5 million expansion program is now underway to meet increasing demands at the State Port of Gulfport. These facilities have been designed for maximum flexibility in the handling of cargo and offer the advantage of shipside rail and truck transportation.

Because the port of Gulfport is only 12 miles from open water, ship operators enjoy the shortest turn around time of any port on the Gulf. Only one pilot is needed from buoy entrance to dockside and no tug service is necessary.

The Port of Gulfport is attracting trade through efficiency, low-cost handling fees and ever expanding port facilities—a great, growing port that means prosperity for Coastal Mississippi and the entire Gulf South.



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PROBLEMS



# STATE PORT OF GULFPORT

## a report from the GULFPORT STATE PORT AUTHORITY

by Edwin A. Stebbins  
Port Director



The period 1967-1968 will be remembered as one of the most important in the Port of Gulfport's development. In this twenty-four month span the port's present facilities were upgraded through the renovation of transit shed floors, the strengthening of shed foundations, and docks at both East and West Piers were rebuilt. Additional new construction, commenced in 1967 and to be completed in 1968, will increase the port's cargo handling capacity by about 25%.

In each succeeding year since 1962 the port has shown an increase in tonnage and ship activity; in the six year span—1962-1967—cargo has increased 122% and ship calls increased from 182 to 310. The port's present capacity to handle cargo has become fairly well saturated and to continue to perform at a high rate of efficiency Gulfport recognizes the need for expansion.

Early in 1963 the port approved feasibility studies for several port projects which are now materializing to the point where Gulfport will be able to handle any and all kinds of ships and vessels in the near future. Additional transit sheds and warehouses, docks, bulk handling facilities and a container crane are all in the built, building or planning stage.

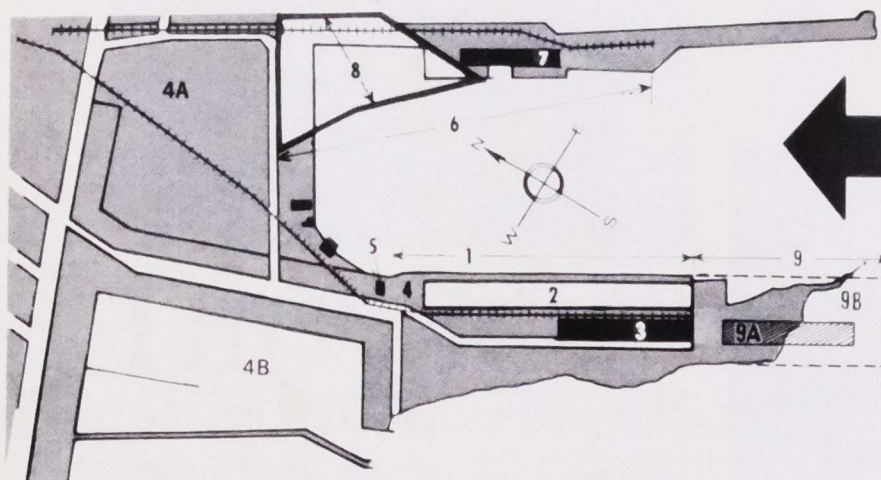
Although the port's channel and harbor are presently authorized for a thirty foot depth and a 220-300 foot width, the port received approval in late 1967 to initiate a study for the deepening and widening of the harbor and channel through the U. S. Corps of Engineers, recognizing that ports must keep up with the modern design of larger ships. The port hopes to receive approval for a channel 500 feet wide by 40 feet deep. This dimension should permit Gulfport to handle all but the giant vessels now being constructed.

Port officials are of the opinion that with increased industrial activity in the area the port will become an ever important facility and asset to the economy of Mississippi and the entire Gulf Coast. Each vessel calling in the port leaves approximately \$30,000 in new money—an amount equal to \$9,300,000 in direct benefits—or by using the recognized multiplier of 5—the Port of Gulfport contributed \$46,500,000 to the State's economy in the year 1967. As more ship calls are made more benefits are derived!

The future of the Port of Gulfport is marked by progress and planning for bigger and better things. By working closely with the Mississippi Agricultural and Industrial Board, the Harrison County Development Commission, shipper and port groups, Gulfport can state: The Port of Gulfport is a Port on the Move—Really Progressing!

*All Port of Gulfport photography—Captain O. R. Mock*

31



### key to facilities

1. West Pier
2. Shippside warehouses
3. Storage warehouses
4. Open storage area
  - 4a. Rail tracks
  - 4b. Small craft harbor
5. Offices
6. East Pier
7. Storage warehouses
8. Banana terminal and wharf
9. West Pier expansion
  - 9a. Warehouses for bagged and bulk cargo
  - 9b. Open storage area and for future container terminal



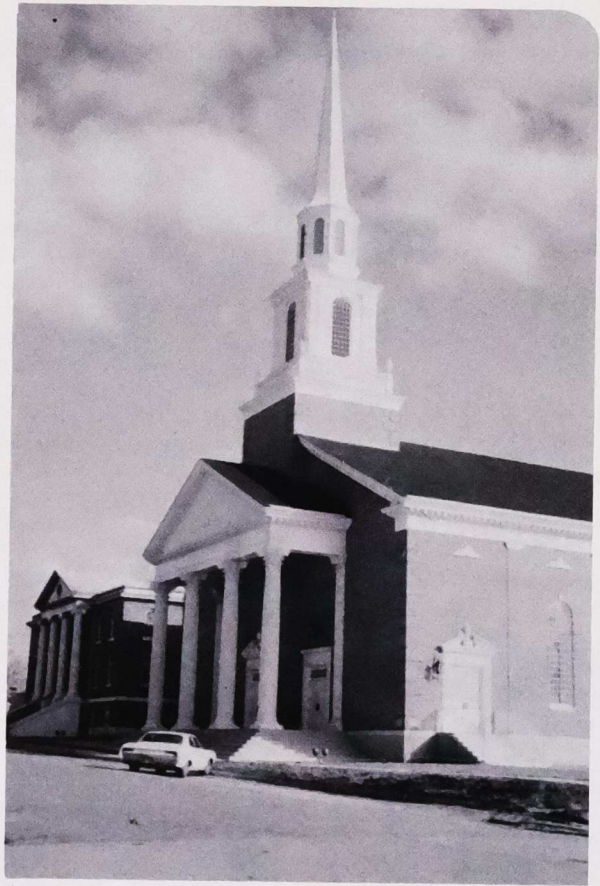
By sea and air, road and rail, the flow of commerce adds ever deepening dimensions to the economy of this steadily growing city. Business and industrial ventures continue to expand and increase.

The city's leaders respond by maintaining an impressive stability for its citizens through intelligent planning for residential, cultural, educational, medical, and recreational development—a "today" city wisely building for tomorrow.

City Hall



New Church



Sea Port

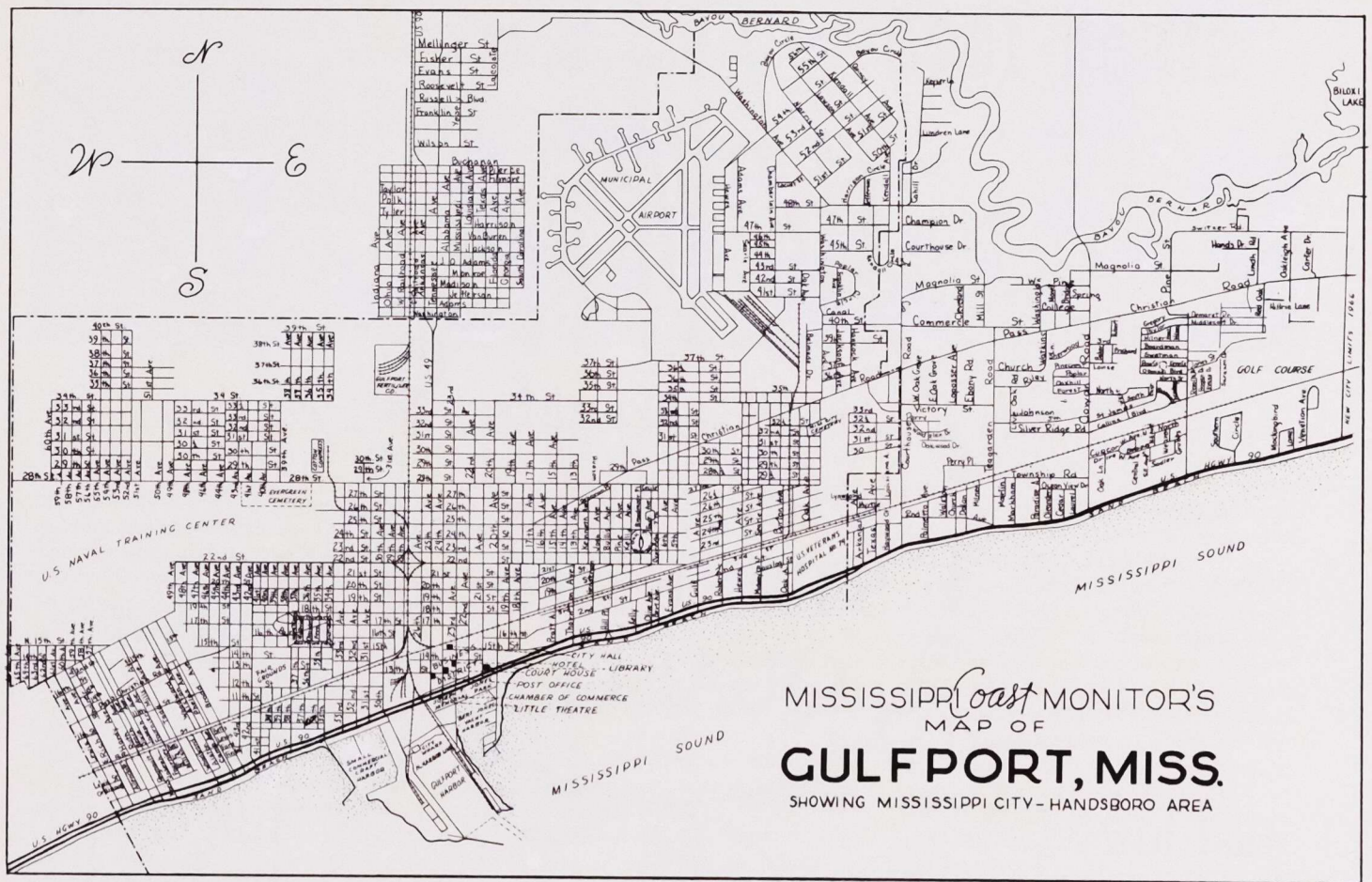


Airport



**GULFPORT**  
*the planned city of the  
 Mississippi Gulf Coast*





33

## GULFPORT ●

**POPULATION**—Estimated 51,500.

**LOCATION**—Center of Harrison County coastline, on U.S. 90, southern terminus of U.S. 49, on mainline of L&N Railroad, southern terminus of Illinois Central line. 74 miles west of Mobile, Ala., 71 miles east of New Orleans, La., 71 miles south of Hattiesburg, Miss.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor and two Commissioners. Code Charter, incorporated 1898.

**TAX STRUCTURE**—Assessed valuation \$49,196,800, city; \$50,347,394, inc. sch. dist.; approximately 26% of real value. Tax levy 57.5 mills. Bonded debt \$4,132,500; self-liquidating Revenue \$3,178,000. City sales tax 1%.

**SCHOOLS**—Public 20, enrollment 9,896; parochial 2, enrollment 687; special 1, enrollment 92; private 1, enrollment 170.

**UTILITIES**—City-owned water and sewer systems, electricity and natural gas, see County.

**POLICE AND FIRE PROTECTION**—Police Chief and 68 officers working three shifts daily, 9 radio patrol cars, 2 radio-equipped motorcycles. Fire Chief and 64 personnel, 7 fire stations, 8 pumpers, 6 auxiliary vehicles, 10,000 ft. of hose; water pressure 50 lbs. per sq. in.

**MEDICAL**—Gulfport Memorial Hospital; Eye, Ear, Nose and Throat Clinic; Asthma Clinic; Surgical Clinic; doctors 56, dentists 26, several private clinics; County Health Dept.

**CHURCHES**—55, representing all principal denominations.

**RECREATION**—10 playgrounds, 2 parks, 6 baseball fields, full-time superintendent of recreation with 10 assistants directing excellent recreation program. Senior Citizens Club, Gulfport Tourist Club, 2 large activity centers, sand beach, extra large public pier, all water sports, charter boats, boat launching ramp, yacht club, golf course, country clubs, bowling, movie theaters. Special events, Mardi Gras balls, Miss America Day and Christmas Parade, Annual Deep Sea Fishing Rodeo.

**CULTURAL**—New \$840,000 public library, Art Association, Theatre of the Arts, Little Theatre, School of the Arts.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Jaycees, American Legion, Lions, Rotary, Civitan, Kiwanis, Jaycettes, Altrusa, VFW and Auxiliary, Women's Club, Red Cross, Scouts, Garden Clubs.

**TYPES OF INDUSTRY**—Garments, chemicals, pharmaceuticals, steel barges, iron and machine works, food packing and freezing, seafood, aluminum extrusions, printing and publishing, epoxy resins, concrete pipe, glass bottles, wood treating, steel fabricating, cotton compress, metal pipe, construction.

**PLANNING**—Continuous program of public improvements in operation. Planning new recreation building adjoining City Hall. Memorial Hospital to be expanded by addition of new hospital facility to 300 beds, all adapted to Frieson concept, a modern system of hospital operation and management. Two small craft harbor projects launched. Preliminary master plan for development of city over next 20 years has been presented covering transportation, utilities, public services and recreation.

MISSISSIPPI COAST MONITOR'S  
MAP OF  
**GULFPORT, MISS.**  
SHOWING MISSISSIPPI CITY-HANDBORO AREA

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GINO PAOLI • LADY MANHATTAN • FANFARES • ACT III • CAPRICE • GRANDOE

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EISENBERG ICE • COBLENTZ • LEWIS • TRIFARI • MARGOLIN • SCHIAPARELLI and HANES

HOSIERY • SHEFFIELD WATCHES • COLLINS BAGS • MARVELLA • PRINCESS GARDNER

MONET • VERA SCARVES • HATTIE CARNEGIE JEWELRY • ROSE MARIE REID • DAVIDOW

YOUNG EDWARDIAN • NELLY DON • ANDREW ARKIN • DAVID MORRIS • DOMINIQUE

MARCUS • DENISE • SABA • KREST • IVAN FREDERIC • NORMAN WYATT • LORCH

MARJORIE MONTGOMERY • AMERICAN GOLFER • JAN LESLIE • DALTON CASHMERES

CHRISTIAN DIOR HATS • MR. JOHN • PENDELTON • JEANETTE ALEXANDER • SALLY VICTOR

A & R JUNIORS

AT 14TH ST. & 24TH AVENUE IN GULFPORT





New library building.



Street in downtown business district.

The soaring columns of the new \$600,000 library at Gulfport are a fitting symbol of the spirit of dedication that prevails in the city's pursuit of educational and cultural goals. The impressive structure and the fine school facilities in the same locale are regarded as an important and vital part of overall municipal planning. In March 1967, a county law library was added on the second floor level containing 10,000 legal volumes and periodicals. Glass enclosed rooms are available for private research and conferences. The library is ideally located for this service and for use by students and the general public.

As part of its planning for recreation, the city dedicated a new Teen Center in March 1967. The 4800 sq. ft. building contains a dance floor, recreation area, snack bar with kitchen, director's office, and rest rooms.

On the transportation front, the importance of the city's airport was stressed when Gulfport announced, in June, an agreement with NASA and other space agencies, to become a spaceport for landing giant super cargo liners, especially converted to accommodate hauling F-1 engines from North American Aviation's Rocketdyne Division to Gulfport. From this point delivery is made to Boeing's Michoud Plant at New Orleans, where five of these engines are installed in each Saturn V first stage booster.

Gulfport's claim to the title "the planned city" was underscored in September. Arch Winter and Associates, city planners, presented to a gathering of city officials, business, civic, and indus-

trial leaders a preliminary master plan for the development of the city over the next 20 years. The firm had been hired about two years previous under a \$76,000 development plan allocation.

The plan provides schemes for waterways, highways, and the network of roads inside the city feeding subdivisions, commercial, and other areas in what is known as the "spider web system". It also provides for the continued development of utilities, public services, schools, parks, playgrounds, and other public needs. The plan is in three parts, area transportation, thoroughfare network, and land utilization.

In October, a new city-operated parking lot was opened making a total of four municipally owned lots with a total capacity for over 500 cars. This brought the downtown parking capacity to over 2000 cars. Also announced in October was a \$250,000 program whereby the city plans to convert the Bert Jones Yacht Harbor into one of the most modern municipal harbors on the Gulf coast. Target date for the completion of the project is summer 1968. \$50,000 of the expenditure will be reserved for the Courthouse Road rock fishing jetty where parking space, a 300 ft. bulkhead, fishing pier, modern lighting, and small boat launches are all part of the planning. At the Bert Jones Harbor renovation of existing piers, construction of two new piers providing an additional 50 new berths, installation of a new two inch water line to supply fresh water to the piers, dredging of a large area inside the harbor mouth, and a channel extending 2500 ft. out from the

mouth of the harbor are in the plans.

News in December was the consideration of a \$170,000 bond issue for resurfacing airport runways (\$60,000) and the construction of a new recreation center at a cost of \$110,000.

Citizens of Gulfport and of the West Harrison County Hospital District approved issuance of two separate bond issues of \$2.6 million each in December of 1967, for expansion of Gulfport Memorial Hospital. This \$5.2 million will be matched with an \$800,000 federal grant to construct a 164,000 sq. ft. addition that will add 100 beds to the existing 200 bed hospital. The plans incorporate the Frieson Concept, a modern system of hospital operation and management. Target date for completion is 1970.

As this article is being prepared for press it is announced that a daily air taxi service from Gulfport to Jackson, Miss. is now in effect at Gulfport Airport by South Central Airlines. This will enable businessmen to depart at 9:45 A.M. and arrive in Jackson, Mississippi's capital city, an hour later.

Presenting this around-the-calendar report on the exciting, growing city of Gulfport is a capsule account of tremendous activity. Any city that can show a population rise of over 37,000 in two decades, an increase of over \$60 million in bank deposits in the same period and a retail sales record almost tripled, is a city on the go. This is Gulfport, business and industrial center, educational and cultural center, and State Port city of the Mississippi Coast.

New Little Theatre building.



Memorial Hospital.







## This was the Port of Gulfport in 1912!

Our present day next door neighbor has changed quite a bit in the past 56 years. Today this fine facility is the State Port of Gulfport with sleek, modern cargo ships lining new wharves and docks many times the size of the harbor accommodations for sailing ships and steamers that appear in the picture above. The size and scope of today's port is obvious in the picture below.

We are proud to be the closest bank to this great, growing port facility, easily accessible to ships' personnel, related service enterprises, and others using the port. We are also proud to offer the services of our multi-lingual staff.

We aim to give the best possible financial services to the residents of Harrison and Hancock Counties—ever alert to adopt new banking service trends. Local developments related to waterborne commerce continue to unfold in these two counties and will help to bring additional new investments to expand the economy.



Member Federal Reserve System and F.D.I.C.

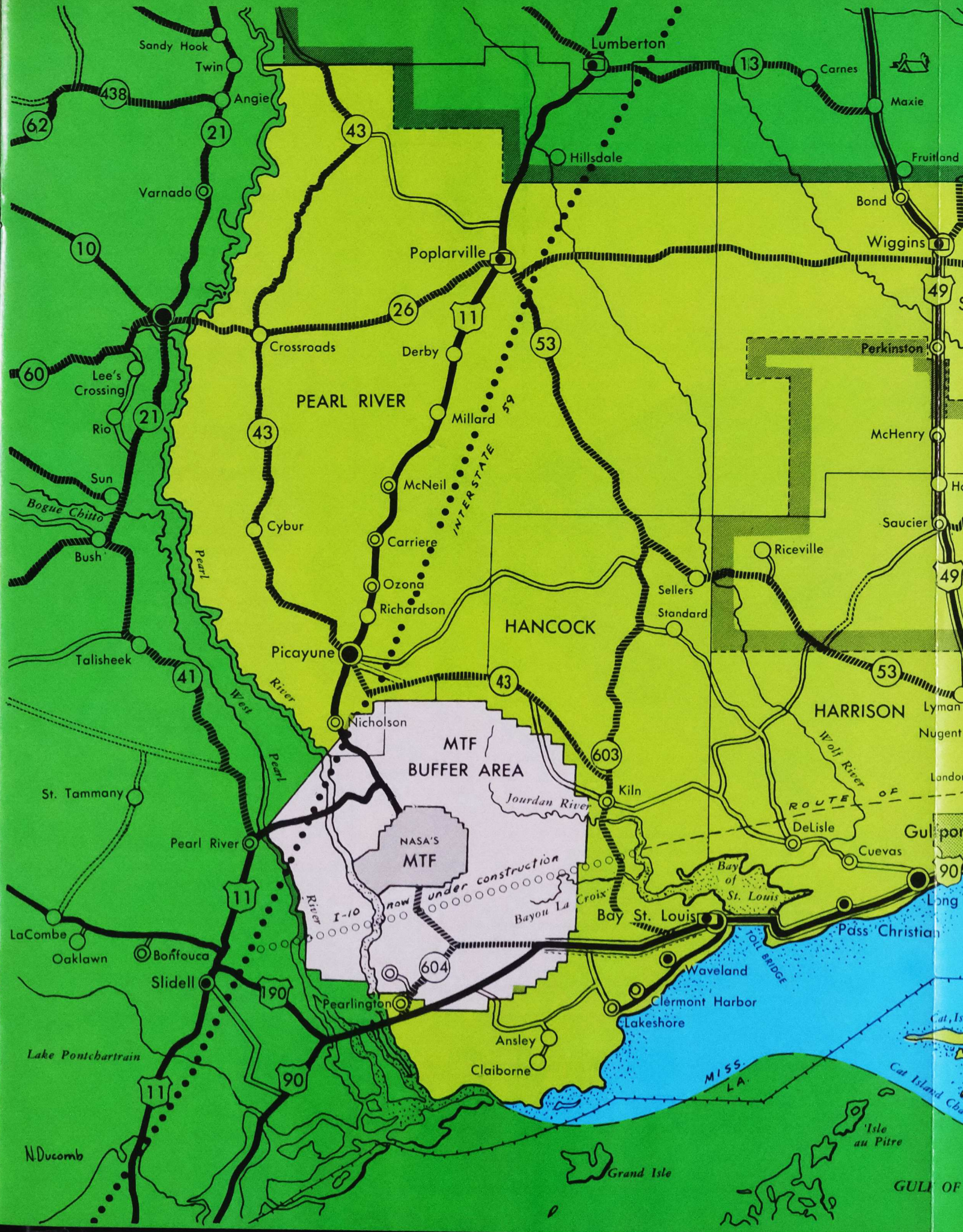
WHERE THE BEST BEGINS

# GULF NATIONAL BANK

Gulfport • Biloxi • Edgewater Plaza • Handsboro - Miss. City • Pass Christian • Bay St. Louis










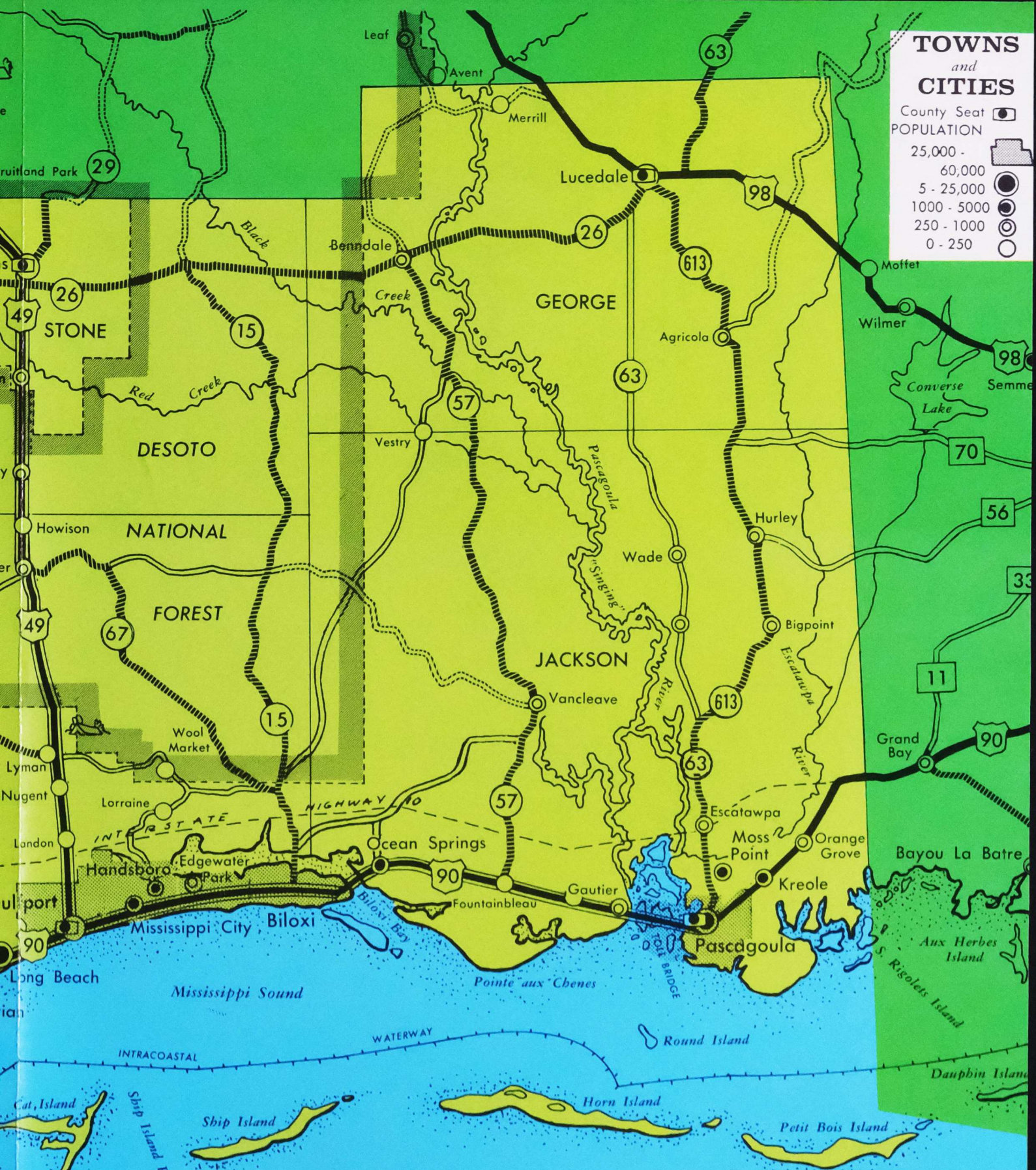





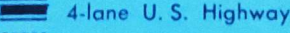
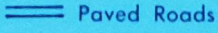

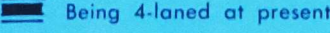
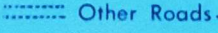

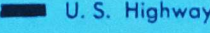

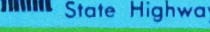


# TOWNS and CITIES

- County Seat 
- POPULATION
- 25,000 - 
  - 60,000 
  - 5 - 25,000 
  - 1000 - 5000 
  - 250 - 1000 
  - 0 - 250 







## MISSISSIPPI MONITOR'S MAP of COAST AREA

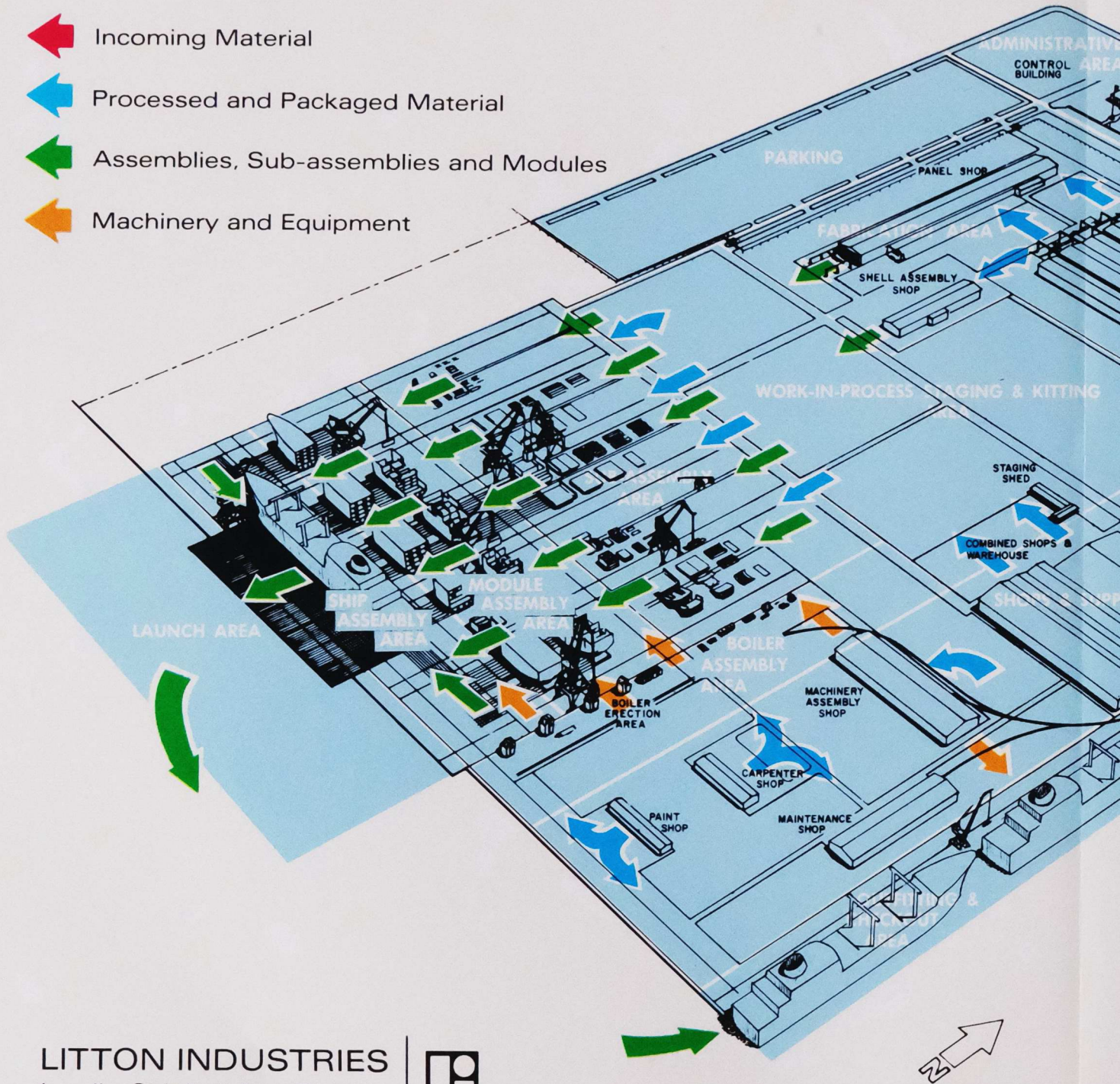
- |   |   |  |
|---|---|--|
|  U. S. Highway           |  4-lane U. S. Highway     |  Paved Roads  |
|  Miss.-La. State Highway |  Being 4-laned at present |  Other Roads— |
|  Alabama State Highway   |  U. S. Highway            | (Improved & unimproved)  |
|  Interstate Highway      |  State Highway            |  |



# THE SHIPYARD OF THE FUTURE

## FLOW KEY

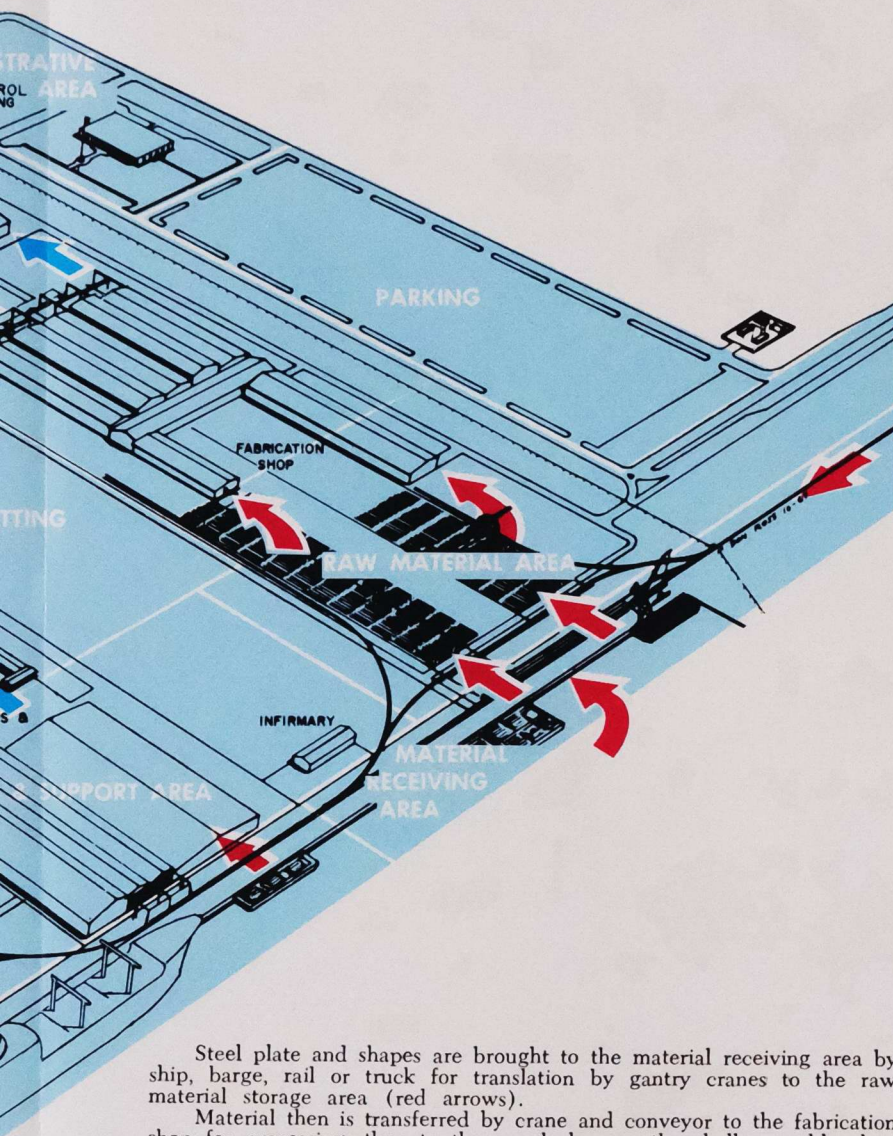
-  Incoming Material
-  Processed and Packaged Material
-  Assemblies, Sub-assemblies and Modules
-  Machinery and Equipment



LITTON INDUSTRIES  
Ingalls Shipbuilding Division







Steel plate and shapes are brought to the material receiving area by ship, barge, rail or truck for translation by gantry cranes to the raw material storage area (red arrows).

Material then is transferred by crane and conveyor to the fabrication shop for processing, then to the panel shop or the shell assembly shop for further processing into structurally-complete panels and shell assemblies (top blue arrows).

These then are transferred through the staging and kitting area to the sub-assembly area (green arrows) where sub-assemblies are completed and outfitted.

Sub-assemblies then are moved (continuing green arrows) to the module assembly area.

The completed modules are translated to the ship assembly area where they are joined to form the structurally-complete and outfitted ship.

The ship then is transferred to the launching platform. After launch, the ship is moved to the final outfitting dock for testing, sea-readiness and trials.

Shop buildings and warehouses are conveniently located for efficient translation of machinery and equipment (orange arrows), and processed and packaged material (middle and lower blue arrows), into the ship production flow.

#### The Shipyard of the Future will:

- Maximize integration of production and design in shipbuilding.
- Establish an assembly-line method of ship construction, an important improvement over the present stationary shipway method.
- Build ships of virtually unlimited length and width.
- Allow ships to be 90 per cent completed prior to launching, compared to 68 per cent with conventional methods.
- Provide volume manufacturing flexibility to build ships faster for less money.



# LEADERSHIP

*"... the leaders of Mississippi understand the systems approach and desirability of innovation. This is why I feel so strongly that Mississippi will emerge as a leader of the future, just as Litton Industries has emerged as a leader of the future. This is why I see a common thread of leadership running between Mississippi and Litton. This is why Litton and the State of Mississippi have begun to innovate together."*

—Ellis B. Gardner, Senior Vice President  
Litton Industries  
in an address at  
Mississippi State University  
31 October 1967

## **The Nation's Need . . . An Imperative for Change**

The United States has fallen behind competing nations in ocean-borne commerce. Only eight per cent of our country's cargo moves in American-flag ships (the equivalent Russian figure is 75 per cent). Our Naval and commercial fleet is over 20 years old and is subject to accelerating technological obsolescence.

Other than the introduction of nuclear propulsion, there has been no major change in American shipbuilding since World War II. The U. S. is now thirteenth in rank in world shipbuilding. For every new American ship launched, Russia now launches eleven.

The decline of our country's shipbuilding capability, coupled with the obsolescence of many of our ships, has obvious implications for the economy and the security of the nation . . . implications sufficiently serious to constitute an imperative for change.

## **Answering the need . . . The Shipyard of the Future**

Mississippi and Litton Industries intend to prove that state and local government, labor and management, shipyard worker and non-shipyard worker—all united in a common cause of economic development for our state and region, and with the common dream of creating a truly great new shipbuilding enterprise for our country—can initiate the change needed to start the resurgence of the United States as a great maritime power.

The Shipyard of the Future at Pascagoula will be the most highly mechanized, most flexible and most technologically sophisticated ship-manufacturing facility in the world.

Its design and operating concept are so radically different that they cannot be compared with those of traditional shipyards. They constitute the prototype of those facilities and organizations which must have the capability to conceive, design, program and produce—in much shorter periods of time and at much lower relative costs—the larger and vastly more complex vessels which will be the "hardware" of American ocean-borne transportation, logistics and weapons systems of tomorrow.

## **Mississippi and Litton . . . Innovating in Leadership**

Multiple applications of advanced technology and the systems concept were necessary in the establishment of the Shipyard of the Future. But more important were the innovations required in the relationship between the State of Mississippi and private enterprise. Mississippi and Litton, each acting in its own interest, together are serving the overriding national interest by altering the economics and methodology of an entire industry.

This innovative leadership being provided jointly by Mississippi and Litton also is accelerating the state's economic development. The "first-of-its-kind" marine production facility at Pascagoula will result in thousands of additional high-wage jobs for Mississippians. It will also generate millions of dollars in retail sales, bank deposits and tax revenues throughout the state.

The Shipyard of the Future is the result of the new relationship between industry and the State of Mississippi. This example offers promise of even greater economic progress for Mississippi in the years ahead.

LITTON INDUSTRIES  
Ingalls Shipbuilding Division







Giant dredges such as the Mansfield, pictured here working the new Hancock County port facility, are a commonplace sight in the waterways of Coastal Mississippi shaping and maintaining channels and harbors.

42

Deep-water and shallow-draft cargo carriers take on and discharge petroleum and chemical cargoes at the decks of the Standard Oil Company (Ky.) at Bayou Casotte, a part of Pascagoula's Harbor.







*Industry*



*Education*



*Commerce*

# MISSISSIPPI IS ON THE MARCH

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offers a wise investment

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## A DIFFERENCE THAT COUNTS

Ramada Inn is located in the western half of the fabulous "Riviera of America", where the atmosphere is less commercial, the great oaks more plentiful, and the beautiful sand beach stretches uninterrupted for miles. It is the nearest seaside luxury motel to NASA's MTF—yet conveniently close to all coast attractions. The surrounding garden setting creates a feeling of serenity that encourages relaxation and swimming pool, cocktail lounge, restaurant, and a meeting room that will accommodate 150, all combine to make this a complete facility. Our color brochure will be mailed on request.



### You will enjoy BEAU RIVAGE Restaurant

Where excellence in service and cuisine add to your pleasure during your visit to the Mississippi Gulf Coast. Specialties of the house include famous Gulf seafood as well as usual favorite dishes—all prepared expertly by skilled chefs in a manner that will please the most discriminating gourmet.



*"Luxury for Less"*

# RAMADA INN

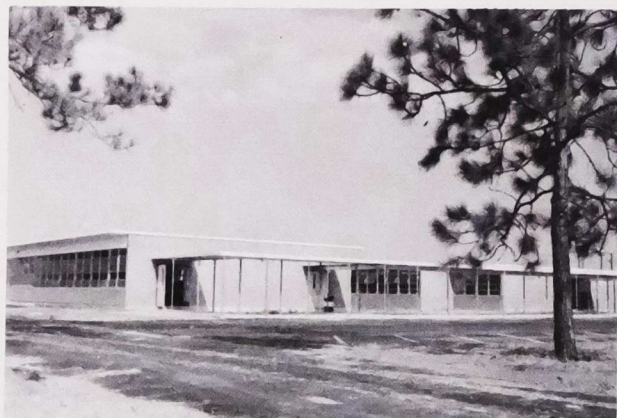
U. S. 90 • ON THE BEACH  
AT LONG BEACH, MISS.

44

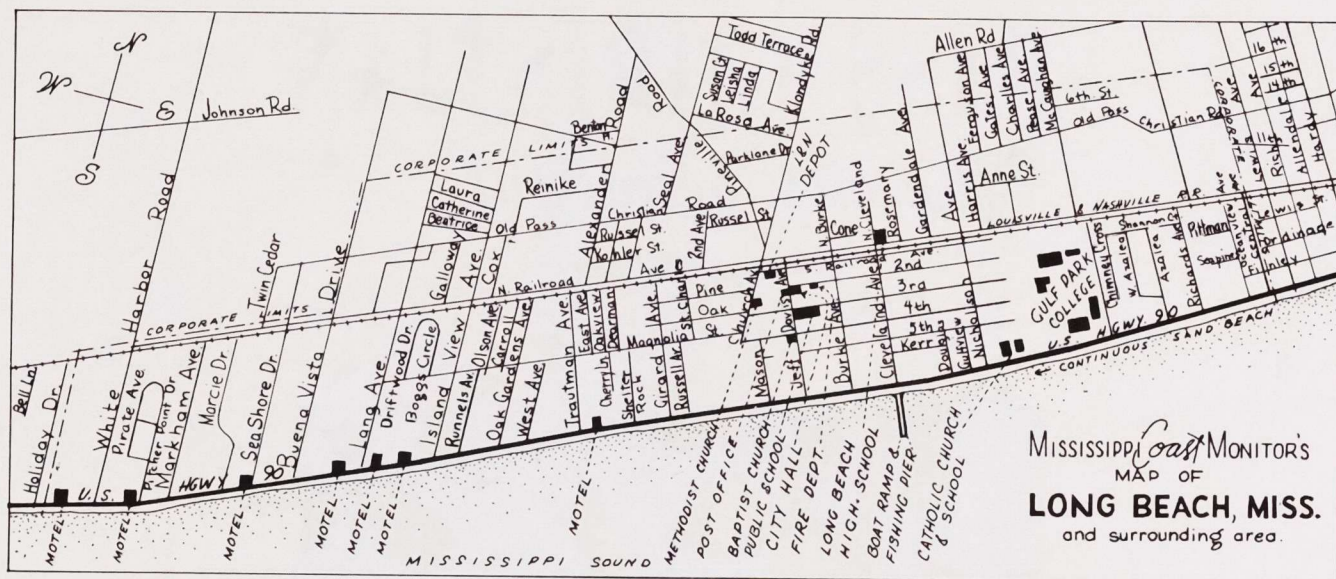
## LONG BEACH *the friendly city* on the Mississippi Gulf Coast!

We will tell you about the wide, snowy beach, the fine new schools, the many new neighborhoods of attractive homes, handsome apartment buildings, our seaside shopping center and our mild climate—BUT—when you come here to see for yourself, you'll probably say, as others have, that we haven't said enough.

Long Beach is a family town—geared to the best in happy, healthy fun in the sun with community activity for all ages. Our welcome is genuine—we hope you will join us soon.







## LONG BEACH

**POPULATION**—Estimated 10,000 city, school district 11,700.

**LOCATION**—Southern coastline of Harrison County, on U.S. 90 and mainline of L&N Railroad; 75 miles west of Mobile, Ala., 65 miles east of New Orleans, La. Northeast boundary (perpendicular to U.S. 90) coincides with portion of Gulfport boundary.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor and five Aldermen; Code Charter, incorporated August 10, 1905.

**TAX STRUCTURE**—Assessed valuation city \$12,350,818, including school district \$16,594,943. Tax levy, in 44 mills; sch. dist. 32 mills. Bonded debt city \$61,000, school district \$1,379,000, Spec. St. Imp. Issue \$130,000; Self-liq. Rev., \$1,285,000; city sales tax 1%.

**SCHOOLS**—Public 5, enrollment 2,643; parochial 1, enrollment 326; private 1, enrollment 285 (Gulf Park College).

**UTILITIES**—City-owned water and sewer systems, electricity and gas, see County.

**POLICE AND FIRE PROTECTION**—5 police officers with radio equipped patrol car. Central fire station with chief and 4 paid firemen plus 25 member volunteer crew. Modern fire fighting equipment, water pressure 40 to 60 lbs. per sq. in.

**MEDICAL**—Doctors 2, dentists 2, clinics 2.

**CHURCHES**—9, Baptist, Catholic, Church of God, Methodist, Holiness Pilgrim, Nazarene, Presbyterian, Unitarian-Universalist, Episcopal.

**RECREATION**—City park, 5 playgrounds, Little League, public pier, fishing jetty, small craft harbor and marina (pleasure craft only), all water sports, supervised summer recreation program.

**CULTURAL**—New \$140,000 City Library, Garden Center, residents participate in art and theatre groups on coast.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Citizens Association for Good Government, Jaycees, Lions, League of Women Voters, Jaycettes, Business and Professional Women's Club, Masons, Eastern Star, Long Beach Garden Club.

**TYPES OF INDUSTRY**—Plant nursery, Pecan packaging, candy making, tourism, printing and publishing, construction.

**PLANNING**—Active Planning and Zoning Commission working with professional planners and engineers. City planning \$1.2 million program for new water system and expanded sewer system.

Among the four cities that line the Harrison County coastline, Long Beach is the newest and can probably claim the most rapid percentage of residential growth in the past 20 years.

In planning and developing to serve this rapid growth the city has used commendable judgment and foresight in arranging for public utilities and services and an excellent system of paved streets. To keep pace with community requirements, in 1967 citizens voted a \$1.2 million bond issue for improvements and expansions to the city's water and sewer systems.

Work on a fine small craft harbor is nearing completion and the city has leased ten acres of land for an athletic field. There is a summer recreation program with a full-time supervisor that offers pleasant hours of companionship and fun for children. This is considered an important segment of community affairs for, most of all, Long Beach is a family town. Available for the youth recreation schedules are a football field, a baseball field, Youth Center complete with swimming pool, and the marvelous beach park with playground equipment.

Education is given priority attention and the city's high school and junior high have AA ratings. Vocational training is available as well as college preparatory training. A new \$400,000 elementary school was recently completed in the Green Acres section of the city. As a good community library is essential to educational and cultural growth,

a handsome new \$140,000 library building was provided.

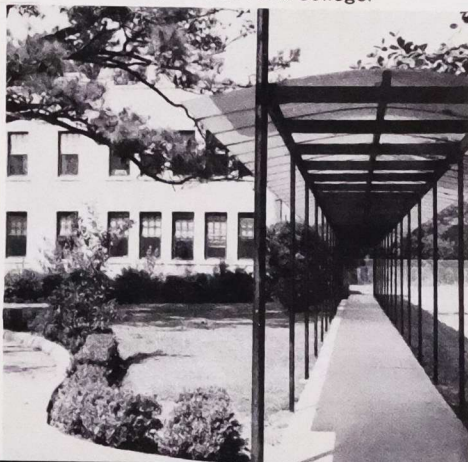
In addition to the outstanding public school system, there is a parochial school and nationally recognized Gulf Park College for girls. Jefferson Davis Junior College is only a short drive east of Long Beach.

Some of the Gulf Coast's most attractive residential subdivisions are located in Long Beach. One of the newest and most beautiful is Pitcher Point, developed by Johnson Homes. Its unusual beauty is the result of thoughtful and careful planning and developing to preserve the natural asset of splendid trees that enhance the building sites.

One of the area's most beautiful traveler accommodations is the elegant Ramada Inn and Beau Rivage Restaurant. It is unique in that it is situated in a handsome tree covered residential neighborhood overlooking the Gulf of Mexico seashore yet is still convenient to all tourist attractions, from the famous NASA tours to the Ship Island excursion boat.

Everyone who visits the coastal area of Mississippi delights in this "friendly city" by the sea. No one doubts that although its past and present growth records are tremendous, the future holds even greater promise. ★ ★ ★

Walkway at Gulf Park College.



Long Beach Shopping center.





# PASS CHRISTIAN

*the city beautiful . . .*

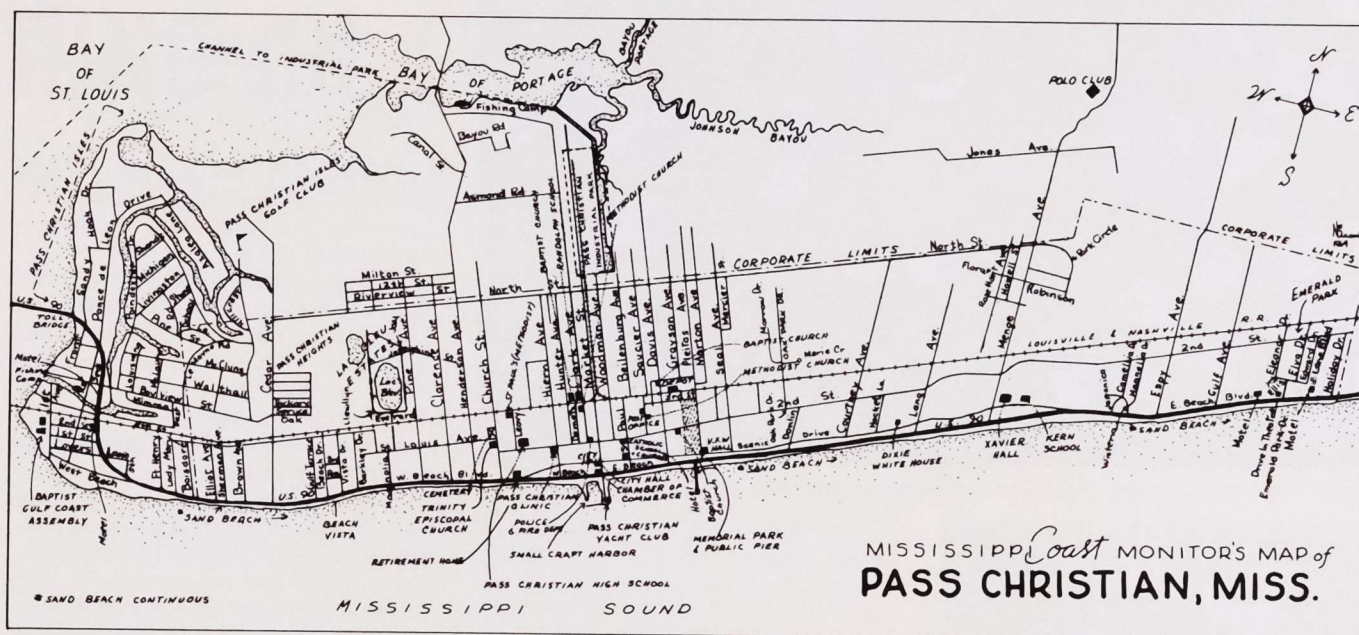


46

*Elegant and gracious are the adjectives most often applied to this loveliest of Mississippi's coastal cities, historically famous for its beautiful homes. Today's builders seek to retain this identity, the result is architectural harmony that is a delight to behold.*

*The great ancient oaks, colorful gardens, and the sight of graceful sailboats gliding across the blue Gulf waters, all combine to convince many each year to become new residents. Interested? Then contact the Pass Christian Chamber of Commerce soon.*





## PASS CHRISTIAN

**POPULATION**—Estimated 5,500.

**LOCATION**—Western end of Harrison County coastline, on U.S. 90 and mainline of L&N Railroad, 59 miles east of New Orleans, La., 12 miles west of Gulfport.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor and five Aldermen; incorporated as a town 1830, as a city 1886; Code Charter.

**TAX STRUCTURE**—Assessed valuation \$9,251,584 city, including school district \$14,910,310, approximately 25% of real value. Tax levy 46 mills inside, 30 mills school district. Bonded debt \$1,203,000; city sales tax 1%.

**SCHOOLS**—Public 5, enrollment 1,923; parochial 2, enrollment 220.

**UTILITIES**—City-owned water and sewer systems newly installed, electricity and gas, see County.

**POLICE AND FIRE PROTECTION**—Police chief and 4 officers, two police cars; Fire chief and 4 firemen, two 500 gal. per min. pumpers, water pressure 40 lbs. per sq. in. with 3 booster pumps for emergencies; volunteer fire crew, chief and 20 men. Civil defense radio dispatch center, 6 radio-equipped cars, emergency truck with all necessary equipment.

**MEDICAL**—Doctors 3, dentists 1, nursing homes 2, County Health Dept. Clinic.

**CHURCHES**—9 faiths represented, Baptist, Catholic, Episcopal, Methodist, African Methodist, Sanctified Church of God. Catholic retreat house for laymen operated by Jesuit Order.

**RECREATION**—Park, sand beach, public pier, golf course, tennis courts, yacht club, baseball park, all water sports, movie theater.

**CULTURAL**—City library, Art League, residents participate in all art, music, and theater groups on coast.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Rotary, Lions, Jaycees, Jaycettes, Women's Civic League, League of Women Voters, VFW, KC and Auxiliary, Scouts, Garden Club.

**TYPES OF INDUSTRY**—Garments, seafood, prestressed concrete, stainless steel kitchen equipment, canning, construction.

**PLANNING**—City engaged in planning for future in all aspects of growth. Major thoroughfare plan for next 30 years now under study; active city planning and zoning commission.

Travelers along the scenic highway that borders the beach coastline of Harrison County inevitably stop to photograph the elegant homes along the nine

mile stretch at the western end of the drive. This section is in Pass Christian, the recognized aristocrat of Coastal Mississippi cities.

Pass Christian has attracted wealthy up-state planters and the elite of New Orleans for generations, as well as famous personalities in the world of art, music, and the theatre. The Dixie White House, identified by a historical marker on Beach Drive, was the retreat of a president of the United States, as its name suggests.

Historical markers are many in this beautiful city and its background is a fascinating one. Legend too, has woven its way into the fabric of the city's past and residents delight in touring with their guests and retelling over and over again the colorful tales.

Although a visit at any time of the year is pure delight, the best opportunity for the visitor to see Pass Christian and enter some of the lovely homes is during the annual Mississippi Gulf Coast Home and Garden Pilgrimage, held each spring. This is the time to view an unforgettable spectacle when the gardens are ablaze with masses of azaleas in all shades of red and pink,

accented by white specimens. Living fountains of snowy bridal wreath and lavender waterfalls of wisteria tumbling from arbors and walls are accented by vivid camellia blooms set like jewels in glossy foliage. Over all, the huge live oaks spread protecting branches draped in silvery Spanish Moss. Tall pines and ancient magnolias awe the viewer with their impressive size.

47

Ballymore, oldest home at "the Pass".



Modern Pass Christian home.



## E. A. LANG

REALTOR—INSUROR

Established 1925



LANG BUILDING  
PASS CHRISTIAN,  
MISSISSIPPI

TELEPHONES:

OFFICE—452-4622  
HOME—452-2272





Aerial shot taken of Industrial Site shortly after completion.



Sailing is a favorite sport.

Pass Christian is also famous for its sailing regattas and is known far and wide as the home of yachting in the south, for it was here that the Southern Yacht Club was founded in 1849.

Artists of Pass Christian, who naturally have a wealth of material in this lovely setting to record on paper and canvas, have formed the Pass Christian Art Association. Their paintings may be viewed at any time on the walls of the Chamber of Commerce office or in the Miramar Village lobby.

There is a solid practical business picture in this seaside city which is also located on the western end of the Harrison County Industrial Seaway. The

new industrial park situated at this point has two industries, one manufacturing stainless steel kitchen equipment, occupies a 42,000 ft. plant on a 5 acre site. The other, on a 9.2 acre site, is a construction firm that produces pre-cast and pre-stressed concrete bridge members which are transported to construction crews by barge.

A large garment plant located in the town has been a successful venture for years and seafood industries are located at the harbor. It is worth mentioning at this point that Pass Christian oysters, from the offshore reefs at this spot, are considered by many local gourmets to be the best available.

The city fathers are keenly aware of the importance of an intelligent planning program as a guide for the future, and with this outlook formed the Pass Christian Planning Commission to pursue these ends and act in an advisory capacity to officials.

In March, the commission presented their first study effort, a major thoroughfare plan for the city which outlines a system of east-west and north-south traffic arteries in and around the city. The utilization of such planning and foresight in directing community growth assures the citizens of Pass Christian that their city will continue to be highly esteemed by all residents of the Gulf Coast.

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U. S. HIGHWAY 90  
PASS CHRISTIAN  
MISSISSIPPI



MAIN OFFICE TELEPHONE 452-2441

HOME TELEPHONE 452-4422



# TUNG OIL EXCELS

## IN A NEW INDUSTRIAL PROCESS

By R. O. Austin, Technical Director  
Pan American Tung Research and Development League  
Poplarville, Mississippi

The tung tree, a native of China, provides South Mississippi with its biggest cash crop. While the tree is adapted to only the coastal counties of the state, the thousands of acres found here make tung the largest horticultural crop in Mississippi, and provide income and employment for thousands of people.

The product of the tung tree—tung oil—is a basic chemical raw material that is used to make products familiar in our every day living. Some of these products are high grade spar and floor varnishes, wrinkle finishes on office machines, white and yellow painted traffic stripes and markings on our highways, and linings in our food cans.

But a new coatings process that is just now moving from the laboratory to commercial application promises to make tung oil even more important to industry and to Mississippi agriculture.

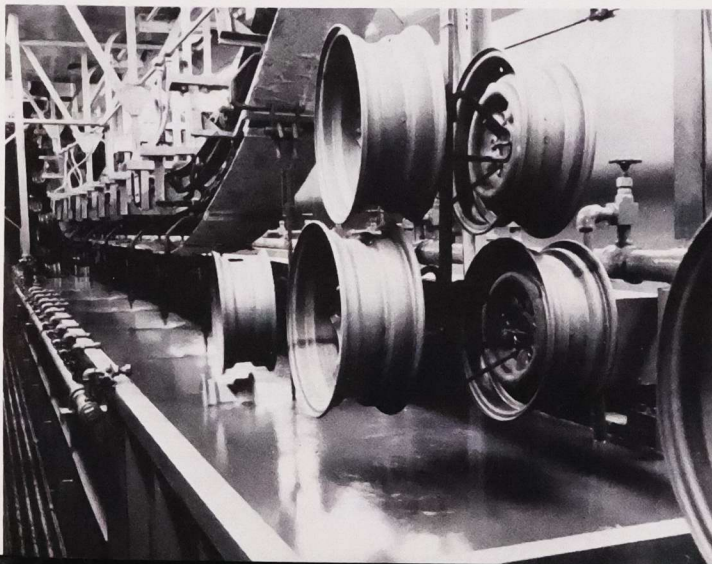
This new process, called electrodeposition, utilizes an electric current to deposit a paint film on a metal surface. Any object that will carry an electric current on its surface can be coated. Items as small as shoe eyelets and as large as automobile bodies can be painted by this method.

After intensive research during the past eight years, involving a number of laboratories and research and engineering personnel, the process has been perfected to the point where tanks holding up to 30,000 gallons of paint are now operating successfully. Experimental tanks with capacities of approximately 50,000 gallons are being used to coat automobile bodies, and production lines are operating where rolls of sheet steel are being coated and then stamped into metal objects in one continuous operation.

Despite the progress that has been made in electrodeposition coating, its potential for coating metal of all types has been barely touched.

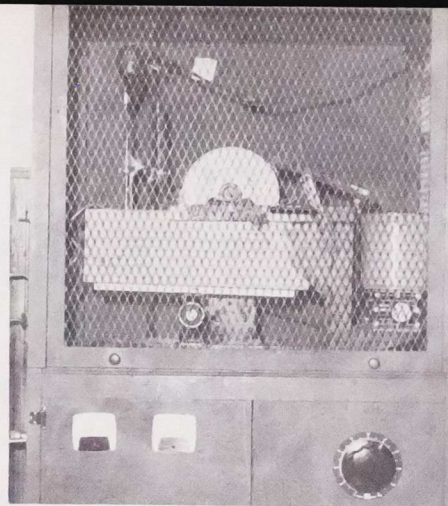
The advantages of the system are many. In a manufacturing plant, fire hazard is completely eliminated. The paint in

An experimental conveyORIZED 50,000 gallon electrodeposition tank applying a prime coat to pre-assembled auto bodies. This tank can handle 40 auto bodies per hour.



Equipment in Pan American League laboratory which simulates a production line is used to test the qualities of various electrodeposition coatings.

University of Sou. Miss. Photo Service



the tank is nonflammable because the solvent is water. This is a very serious consideration for the safety of both the plant and its personnel.

In the traditional spray gun application of paint, paint loss can be heavy, the loss depending on the size and shape of the object being sprayed. It is not unusual, for example, to lose 70 percent of the sprayed paint when coating objects like tricycle wheels. Paint losses with the electrodeposition process are less than 4 percent, which means a substantial savings.

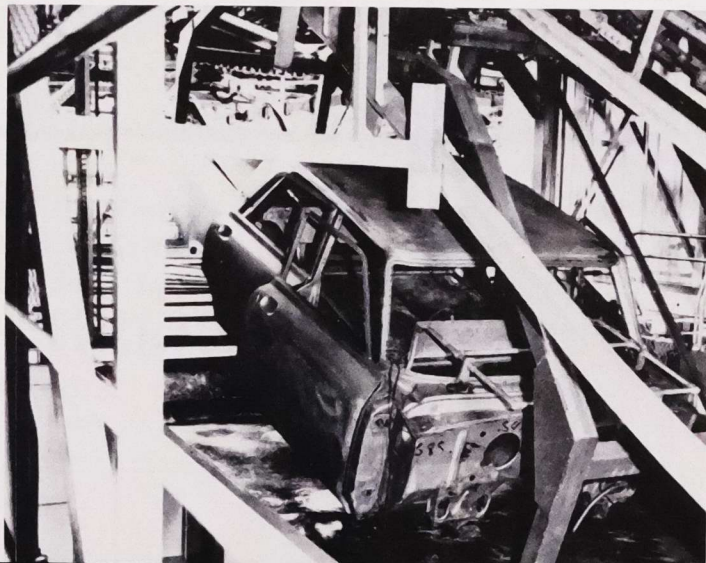
Ordinary painting methods cannot cover the sharp edges of metal objects. The electric current used in electrodeposition flows over sharp edges as well as smooth surfaces, giving excellent coverage of the entire object being coated. For this same reason, deep recesses and other areas which cannot be reached with a spray gun are covered as well as are exposed areas.

The electrodeposition method is ideal for applying paint to aluminum airplane parts and other objects where film thickness is a critical factor. Film thickness can be controlled to a tolerance of 0.00004 of an inch.

Because of tung oil's unique chemical structure, it lends itself well to electrodeposition coatings. Not only does its reactivity suit it particularly to the formulation of coatings that give good performance in application, its traditional qualities give coated objects excellent durability and resistance to deterioration due to environmental conditions.

As electrodeposition gains in popularity, the need for tung oil will gain in proportion. Already an important raw material for industry, the oil will take on even greater prominence; and coastal Mississippi with its thousands of acres of tung trees will become a prime beneficiary of the new technology. ★

Continuous coating of auto wheels in a 36,000 gallon experimental electrodeposition tank. Photos courtesy Ford Motor Co., Dearborn, Mich. Photos courtesy Ford Motor Co., Dearborn, Mich.





# LET US HELP YOU DISCOVER...

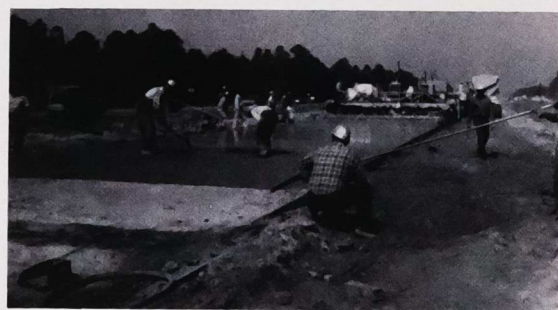
## *"the Golden Opportunity County"*

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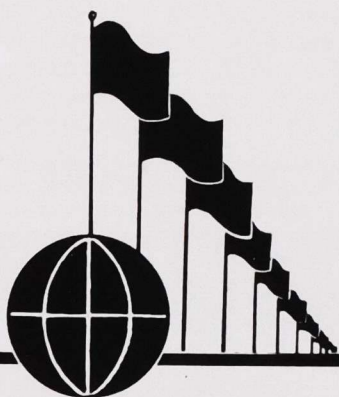
Hancock County Chamber of Commerce is a going, growing organization of interested citizens, from an entire county area, working together for the maximum economic and social development of one of the most advantageous geographic locations in the state of Mississippi.

An active committee structure employs imagination and planning in projects countywide in scope and is now engaged in focusing attention to one of the most challenging opportunity and growth centers of the south.

Write us today to learn more about everything we're doing—from Mardi Gras to manufacturing, cultural projects to construction of port and industrial facilities.



50



IN COASTAL MISSISSIPPI—

HANCOCK COUNTY IS THE SITE OF THE ANNUAL  
INTERNATIONAL TRADE SEMINAR  
AND TRADE EXHIBIT\*

\*held each fall

## HANCOCK COUNTY CHAMBER OF COMMERCE

Post Office Box 289

Bay St. Louis, Mississippi



AREA—485 sq. miles; 310,400 acres.

POPULATION—Estimated 21,000.

LOCATION—Boundaries: Pearl River, west; Harrison County, east; Pearl River County, north and northeast; Bay of St. Louis, southeast; Gulf of Mexico, south.

CLIMATE—Mild; annual averages, 350 frost-free days, temperature 68°, rainfall 62".

GOVERNMENT—County Board of Supervisors, one from each of five beats. County established Dec. 14, 1812.

TAX STRUCTURE—Assessed valuation \$20,691,368, approximately 15% of real value. Tax levies—Beats 1, 2, 3, 65.35, exempt 28.85; Beat 4, 67.35, exempt 27.85; Beat 5, 66.35, exempt 26.85; Pic. Sch. Dist., 32.35, exempt 12.85; Bay Sch. Dist., 33.35, exempt 13.85. There is an additional levy of 2¢ per acre for forest protection on all uncultivated acreage. Bonded debt Countywide \$2,212,000; Beat 4 Rd. and Br. \$50,000; Beat 5 Rd. and Br. \$166,000.

SCHOOLS—Public 3, enrollment 1,229; parochial 1, enrollment 190; Children's Center 20.

MEDICAL—Hancock General Hospital, Dunbar Ave., Bay St. Louis; Hancock County Health Center, Dunbar Ave., Bay St. Louis.

UTILITIES—Urban and industrial electricity, Miss. Power Co.; rural electricity, Coast Electric Power Ass'n. Natural gas municipalities, Pearlinton, Kiln, United Gas Co.

HIGHWAYS—U.S. 90 east-west; U.S. 11 west-ern-most tip of county; State 604 (connecting highway) south-southwest; State 603 north-southeast; State 53 east-north; State 43 west merging with 603 south to U.S. 90; State 607 from U.S. 90 to NASA site (and intersection with I-10); Interstate 10 east-west, under construction.

TRANSPORTATION—Mainline of L&N Railroad, Greyhound Bus Lines, airfield for light planes, new airport under construction, nearest scheduled air service at present, Gulfport. Navigable streams, Pearl River, Jourdan River, Bayou Caddy; new Port and Harbor Facility now under construction.

COMMUNICATIONS—Newspapers; weekly, Bay St. Louis, dailies from Gulfport and New Orleans. Radio and telecast from all nearby sending stations.

RECREATION—New sand beach along coastline, small boat launching ramps, commercial boat rentals and launching, fishing camps, hunting, all water sports. Special Events: Annual Fishing Rodeo, Pearlinton; Annual Home and Garden Pilgrimage; Mardi Gras Parade and balls; Art League Exhibit; Annual International Trade Seminar and Exhibits; Yacht Club Annual Regatta.

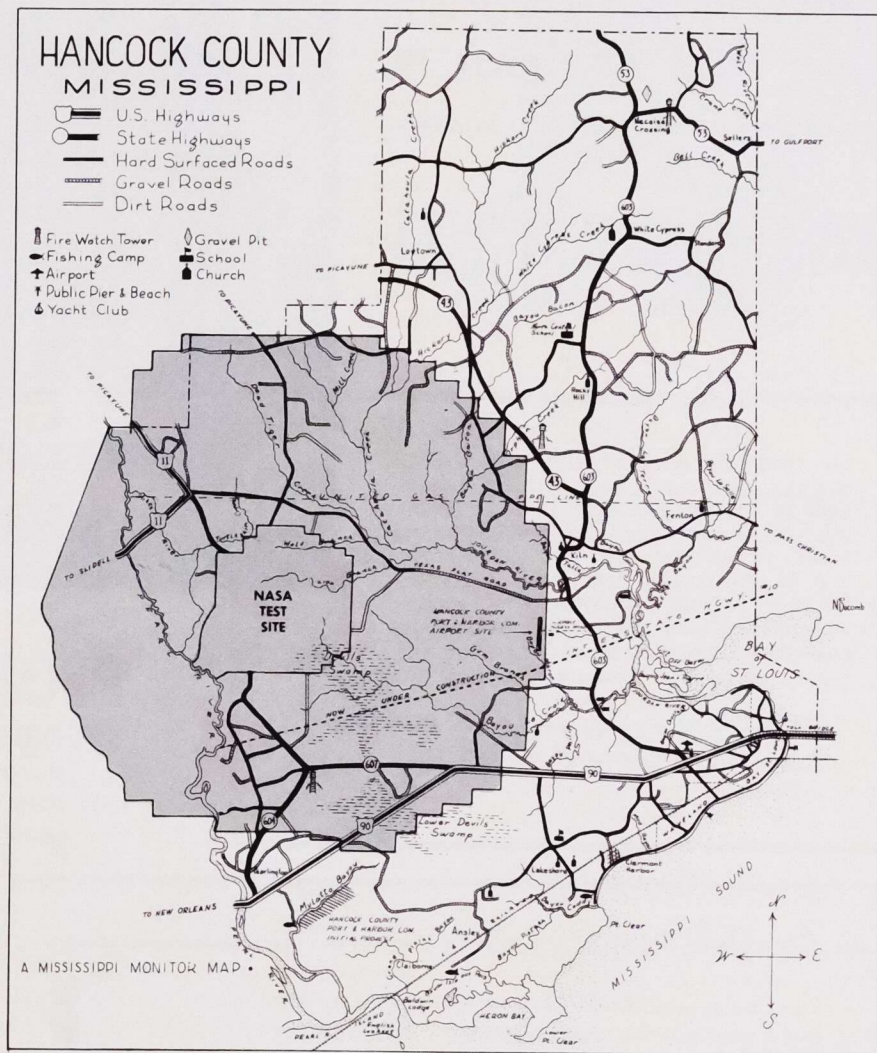
TYPES OF INDUSTRY—Enameled steel construction panels, component house parts, leather goods, frozen foods, publishing, printing, industrial electric panels, aluminum door frames, candy making, forest products, poultry products, seafood, cattle and dairy, gas wells, construction, location of NASA's MTF.

NATURAL RESOURCES—Pine forests, seafood, natural gas wells, artesian wells, abundant ground and surface water, navigable streams with abundant water flow, gravel deposits, mild climate.

PLANNING—Formation of County Planning Commission now under consideration. Port and Harbor Commission port facility and industrial site, airport, Interstate 10, four-laning of 607, four laning of U.S. 90 to 607, I-10 bridges over Jourdan and Pearl Rivers, all under construction at this time. Active Area Development Committee of Chamber of Commerce now engaged in preliminary planning for countywide beautification of roadsides and establishing parks.

An inborn seeking of environmental uplift is at work in Hancock County. Here it is the people themselves, without outside stimuli, who are seeking to effect the "miracle of change" for improvement within their own boundaries.

# HANCOCK county



Organized groups are working on projects related to law enforcement, youth guidance, countywide beautification, and the introduction of factors that will raise the per capita income and provide incentives for new business and industry.

This extragovernmental activity of citizen groups is supplemental to the outstanding efforts of the County Board

of Supervisors and the existing agencies which are arms of this body. A special story on one of these agencies, the Hancock County Port and Harbor Commission, is presented on pages 58 and 59.

The Hancock County Chamber of Commerce, working with the aforementioned groups, the Mississippi Marketing Council, and the U. S. Department

51

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Hancock County's First International Trade Seminar was held at new Sy Rosenthal Memorial Gymnasium, St. Augustine's Seminary, Bay St. Louis. Industrial exhibits lined wall area and also were displayed on grounds outside building.

of Commerce, last year initiated a trade study program that is to become an annual event. This highly successful endeavor brought a large attendance from a three state area to hear a panel of experts advise on the scope of, and benefits derived from, international trade. A domestic trade seminar is now under consideration and plans for the 2nd Hancock County International Trade Seminar, to be held in the fall of 1968, are now underway. The 1968 seminar is scheduled to include a tour of the county's new industrial port and harbor facilities and the new airport.

The Chamber of Commerce has also organized a series of county Area Development programs and is working toward constructing a new centrally located office building to better serve as coordinating point for this entire county effort.

A hard working group of agencies including U.S.D.A. Soil Conservation Service and Farmers Home Administration, the Mississippi Forestry Commission, and the State Health Department, are also working closely with the people and the Board of Supervisors.

These combined efforts are producing results that are having the more pronounced effect in the fast growing centers of population in unincorporated communities. Pearlinton in southwest

Hancock County and Kiln, centrally located, are positive evidence of this growth. Both of these communities are expected to experience a considerable new resident impact on completion of Interstate 10 in a few months as each is located close to interchange points.

Pearlington is the older of the two communities with a history that goes back to the earliest habitation of the area. It was first plotted and charted as a town in 1832 but earlier references indicate the existence of colonies of European origin in the 18th century with other evidence suggesting a habitation prior to the 1699 settlement at "old Biloxi".

Today, Pearlinton, only a short distance from the NASA Mississippi Test Facility that is located in western Hancock County, boasts one of the largest and handsomest residential subdivisions in the county. This is Oak Harbor, a development complete with all utilities and where the first community sewerage system in the county was installed a few years ago.

Pearlington has been a retreat for summer residents and commuters to New Orleans for many years. It is the home of several talented artists who have become a part of the cultural movement in the county. It is our privilege to present the work of Pearlinton's Pat Wilson to illustrate the famous oaks of the community. This talented lady, a member of the Hancock Art League, has a rare talent for calligraphy so it is only fitting that in presenting her and her work, this unusual ability must also be exhibited here. The Hancock Art League was organized by some 50 artists, ceramists, and sculptors living in the county and displays the work of members on occasion at the Webb Community Center in Bay St. Louis, where League meetings are also held. There is another outstanding cultural group, the Coast Community Concert Organization, who bring the New Orleans Civic Symphony Orchestra each year to perform for local residents. ★

## ART IN HANCOCK COUNTY . . .



is Mrs. Harry E. Wilson, former Patricia Sue Cole of Biloxi and Vicksburg and a sixth generation Mississippian. She has an interest in the history of the state and among her ancestors was William Charles Cole Claiborne.

Pat "dabbles" in all mediums, but prefers oil painting. She studied under Althea Clemmons and Mary Ethel Dismukes, late coast artists. Calligraphy, her first love, was studied under Stephen A. Ziller of St. Louis, Mo. She works as a part-time colorist for several photographic studios, and is a reporter for the Sea Coast Echo in Bay St. Louis, and designs and makes her own clothes. Memberships include the Hancock Art League, United Daughters of the Confederacy, Daughters of the American Revolution, and D.A.V. #38.

Harry and Pat Wilson have two children, Michael Edwin 17, a student at St. Stanislaus, and Patricia Elizabeth Genevieve (Peg) who is two.

Current projects of this talented artist are a mural for the dining hall of Annunciation School of Kiln and a child's book (about Peg) titled "The Very Angels' Hemangioma". ★ ★ ★

Ancient oaks line Pearlinton roads.



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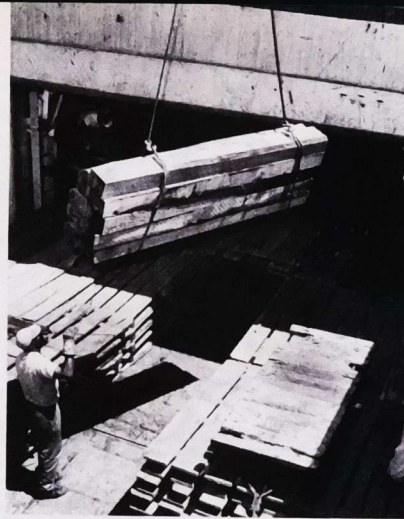
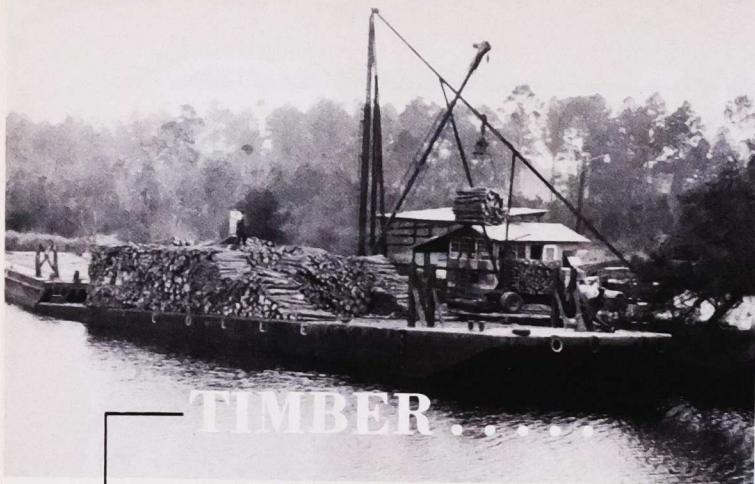
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Barge loading pulpwood on inland river, left; loading timber and treated poles at Port of Gulfport, center and right.

## From Forest to Market Via Waterways Yesterday and Today

By: John O. Moore

Information & Education Forester

Mississippi Forestry Commission

"Lost, yesterday, somewhere between sunrise and sunset, two golden hours, each set with sixty diamond minutes"—for these times are gone forever. How can these words best describe the loggers of yesteryears.

Loggers of yesteryears were faced with the problem of moving their raw material to mills. Pioneer sawmills came to South Mississippi because they had the best known means of transporting these logs at the time. This means of transporting logs was done by water.

Moving logs by water has been around for a long time. In fact, no one can fix the beginning for certain. But by 1840, sawlogs in small amounts definitely were being floated down the larger streams. With the expansion of the lumber industry in the 1840's, more raw material had to come from the so called back country. In fact, the consumption of logs in 1849-1850 by Harrison County mills alone required the labor of a sizeable group of loggers and rafters.

As Nollie W. Hickman pointed out in his book, *Mississippi Harvest*, "Sending timber to tidewater was common on most streams in the Gulf Coast Country. Rafting logs was possible on any stream having banks four or five feet high where logs could be maneuvered. In the coastal plain country, where the average annual rainfall was from forty to sixty inches, the streams were frequently in flood, and logs in larger quantities were moved to the mill in every season of the year. Many lesser streams were temporarily adequate for floating timber during seasons of heavy rain; in almost every locality of the pine country there was at least one small stream where logs could be rafted".

During the 1860's, a visitor to the coast country would have discovered that fine lumber was being rafted down the Wolf River and Bayou Delisle to Huddleston's and other mills. One such visitor described the occupations prevailing in the region north of Gainesville as cattle raising, timber rafting and tar burning.

Logs moved down the streams by the rafters was done mainly two ways. One way, and on larger streams, the only way was done by floating the logs, while on smaller streams, the rafters would have to make rafts. This consisted of moving all the logs into one group and more or less tying them together. The rafters had three basic tools, consisting of a spike pole, the peavey and the jam spike. These tools used by the rafters were common on such streams as the Escatawpa, Jourdan and Wolf Rivers, as well as on other small streams in the pine country. On the Pearl River, Pascagoula, Leaf and Chickasawhay, or all streams with strong currents, other methods of floating timber evolved.

Some of the larger lumber companies would have their own "creek runner". But usually the smaller logmen would pay the "creek runner" a raftage fee for running their timber.

Again from the book, *Mississippi Harvest*, by Nollie W. Hickman, "West Fairley, a negro, was one of the many runners on Black Creek in the years 1872-1900. During his early years as a logman, Fairley sold logs to Emile De Smet, and after 1884, he dealt with Lorenzo N. Dantzler, another Moss Point millman. Fairley conducted every phase of gathering the raw materials, buying logs, and rafting his timber and that of others to Moss Point. Fairley bought land with money furnished him by Dantzler. Either through bad luck, mismanagement, or both, Fairley eventually became heavily indebted. The land went to pay his debts, but Fairley continued to run Black Creek as an employee of the millowner."

Water today is still used in the transporting of forest products, but no longer do you see the raft or logs floating down streams. Today, pulpwood and logs are loaded on barges along such streams as the Mississippi River, Biloxi River, Pearl River, Jourdan River and many other rivers and streams.

Hardwood logs are moved from various points in the Mississippi Delta to sawmills along the Mississippi River. Pulpwood on South Mississippi is moved from streams to mills such as the International Paper Company mill at Moss Point, Mississippi.

No longer do you see the rafts but you can see in South Mississippi, the long line of barges being towed enroute to mills.

Water is not only used for transporting our forest raw material, but also for the finished products. For instance, at the Gulfport Port, finished forest products are shipped to all parts of the world. Such things as poles, piling, ties, liner board and lumber are shipped. Mr. E. A. Stebbin, Director of Gulfport Port Authority, stated, "Since January 1, 1967, through the end of October, 1967, 33,000 tons of liner board, 2,500 tons of poles and 1,500 tons of lumber has been shipped out".

Not only are forest products shipped to all parts of the world, but they are also received at the various ports along the Coast, such as the mahogany from South America that is received at the Gulfport Port.

Captain J. W. Clark, President, Delta Steamship Lines of New Orleans, said recently at the first annual International Trade Seminar meeting in Bay St. Louis that water transportation is the most economical means of moving raw material or finished products to market. Based on what Captain Clark had to say, we can expect more mills using forest raw materials to build along the larger rivers. Many forest industries in Mississippi have built recently to take advantage of this cheaper transportation.

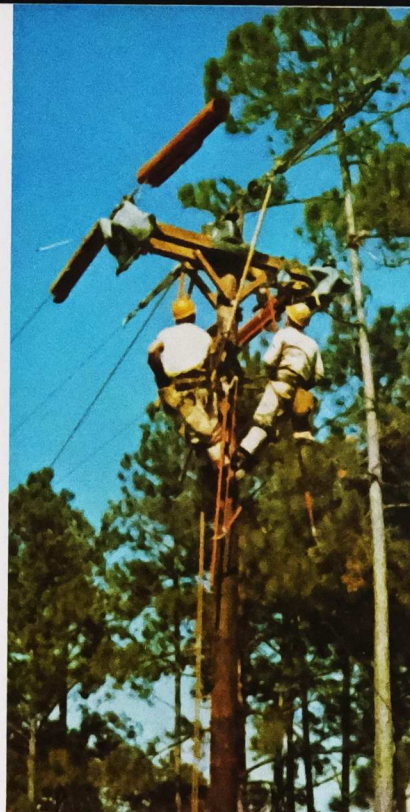
The growth of Mississippi's number one industry has, and is being aided by water transportation. With the increasing demand for forest products, according to State Forester, Jack Holman of the Mississippi Forestry Commission, water will always be vital to the forest industries.





**The fun's outside the front door  
thanks to the fellows on the pole**

Hundreds of families in Coast Electric-Land live on rivers and bayous and dock their boats only a stones throw from the house. Some are full-time residents, to others its a weekend retreat away from the stress of city living. All live in total comfort in homes fully equipped with labor saving appliances, year-round climate control, and all the comforts made possible through the modern miracle of bountiful electricity. Coast servicemen keep that power dependable and reaching into the most delightfully secluded sections of this beautiful coastal area. Why not live the way you've always wished—in the relaxed atmosphere of COAST ELECTRIC—LAND!



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*Coastal Mississippi is famed  
for its gardens*

Year-round blooms grace gardens in Coastal Mississippi. One of the stars of the summer months is the hibiscus, left, with giant blooms in a variety of colors. Stealing the show from September through March are the camellias, above and right, with blooms of white, pink, and a host of red and variegated specimens and varied petal forms.







## Historic BAY ST. LOUIS

The history of Bay St. Louis reaches back more than two and a half centuries to the days of early colonization in the lands bordering the Gulf of Mexico, when the site was the home of a Choctaw tribe. The beauty of the area discovered at that time is recorded in the journal of the ship that brought d'Iberville into the bay which he named for Louis, Saint King of France. The early settlement flourished and grew in the years that followed and today we can still view the elegant old homes in the traditional southern style of architecture, which remain to give testimony to the culture and wealth of those past days.

## Modern

BAY ST. LOUIS is a thriving, growing center of activity in Hancock County. Yacht Club, Little Theatre, Cultural Center, industries, two new shopping centers, new water and sewer systems, one of the Coast's most beautiful new high schools, and a new public library building scheduled for construction all are indications of the progressive spirit of a community that plans for continuous improvement. Interstate 10, soon to be completed, will make Bay St. Louis ideal fast commuting distance from New Orleans, affording families the advantage of Gulfside living in a setting of natural beauty.





## BAY ST. LOUIS ●

**POPULATION**—Estimated 9,366.

**LOCATION**—Southeast Hancock County, 52 miles east of New Orleans, La. on U.S. 90, 15 miles west of Gulfport, bounded on east by Bay of St. Louis, on south by Gulf of Mexico; on mainline of L&N Railroad.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor and 2 Commissioners, Code Charter; Incorporated 1858.

**TAX STRUCTURE**—Assessed valuation \$7,411,197 city, \$17,218,655 inc. school dist. approximately 25% of real value. Tax levy 48.50 mills. Bonded debt \$84,000 city, \$299,000 sch. dist., Util. Revenue \$2,600,000, Industrial Issue (BAWI) \$375,000.

**SCHOOLS**—Public 5, enrollment 2,064; parochial 2, enrollment 586; private 2, enrollment 750; Catholic Seminary 120 members.

**POLICE AND FIRE PROTECTION**—Police Chief and 7 full-time officers, 24 hour patrol, 3 radio equipped patrol cars. Fire Dept., 3 full time firemen, 1 relief, 26 man volunteer crew, modern equipment including pumper with 750 gal. tank, auxiliary 1,000 gal. tank. Civil Defense Unit with emergency equipment and citizen band radio for emergency and rescue work.

**UTILITIES**—City-owned water, sewer and natural gas systems. Electricity, see County.

**MEDICAL**—Location of County hospital and health center; 3 private clinics, 1 nursing home; 7 doctors, 3 dentists; 1 veterinarian.

**CHURCHES**—Catholic 4, Episcopal, Methodist, Baptist, Presbyterian, Lutheran, God in Christ, 1 each.

**RECREATION**—Youth Center, Civic Center, baseball park, 2 football stadiums, tennis courts, sand beach, rip-rap fishing pier, boat launch ramp, 7 parks and playgrounds, bowling, movie theatre, Yacht Club, Swim Club, Little Theatre, Duplicate Bridge Club, golf across Bay.

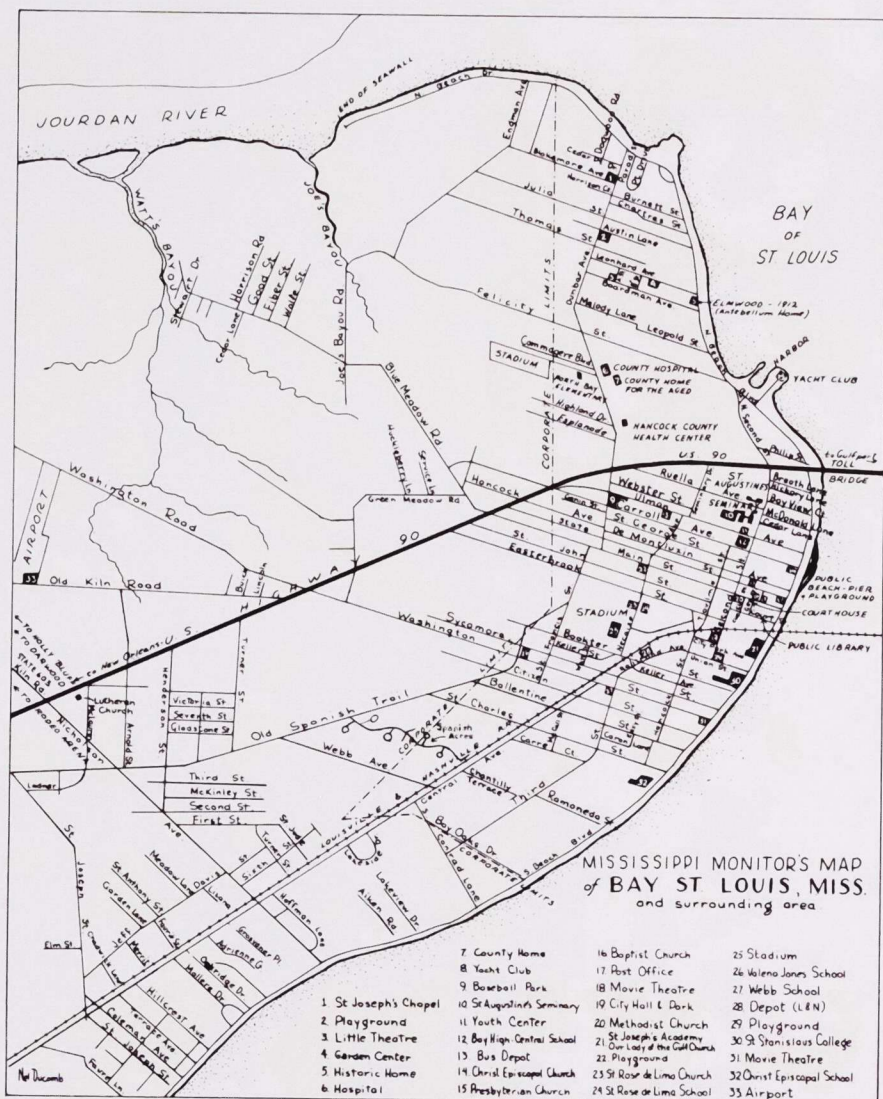
**CULTURAL**—City-County Memorial Library, Court St., Garden Center, Leonard Ave., Little Theatre, Boardman Ave., Civic Center, 3rd St., Art League, Junior Auxiliary, Friends of the Library, Coast Concert Ass'n.

**CIVIC ORGANIZATIONS**—Hancock County Chamber of Commerce, Rotary, Jaycees, Jaycettes, Garden Club, Masonic Order, Eastern Star, Knights of Columbus and Auxiliary, American Legion and Auxiliary, VFW, Home Demonstration Club, PTA, Auxiliary, 4-H Club, Scouts, Parents Club and Junior.

**TYPES OF INDUSTRY**—Enameled steel construction panels, industrial electrical control panels, construction, printing and publishing.

**PLANNING**—City planner, Robert S. Bateman & Assoc. Citizens Advisory Committee works with city officials in studying municipal projects. Major street program under consideration; city working to extend all services to newly annexed area as soon as possible.

Nature is lavish with her gifts at the site of Bay St. Louis. The beautiful bay that stretches to the east of the city, the Gulf of Mexico that is her southern boundary, the great variety of trees and flowering plants that flourish in the mild climate, all create an environment that is ideally livable. The handiwork of Nature has been embellished by the accomplishments, care, and devotion of the people who have shaped the city during its long history. The handsome old homes along the beachfront, the gardens that can be seen everywhere, the charming newer residential neighborhoods, are evidence of a happy, busy community.



Once primarily a sleepy summer resort, "the Bay" gradually became a commuter resident town. The lure of the peaceful way of life, where the great oaks draped with swaying moss bordered the blue water, proved irresistible to many, as the area became more accessible to metropolitan New Orleans with modern road construction. At the same time small industry appeared and the economy began its upward trend.

With the advent of the NASA Mississippi Test Facility a few years ago, the pace quickened when hundreds of new residents arrived from all parts of the nation. New shopping centers, homes, and apartment buildings appeared. A fine new high school and new water and sewer systems were constructed. The newcomers have been delighted with their new home and the friendly, hospitable residents who took great pains to make them welcome and include them in civic, social and cultural activities.

In April 1967, additional land area was annexed and again the economy rose to new heights. Bay St. Louis has

doubled in size and population over the past ten years. Sales and utilities records have soared upward. Now a new growth factor looms ahead. Interstate 10, scheduled for completion in a matter of months, will shorten commuting time from New Orleans even more. It is expected that the opening of the new transportation link will bring an influx of residents seeking the tranquil scene away from the problems of the congested city.

Industry, too, has been making inquiries and as the new county airport and the industrial port facility are realized and utilized, the economy and population will reflect another upward trend.

Bay St. Louis is ready for this future. Both public and private school systems are geared for a projected growth, utilities and services will be ready when needed, and the space for growing has been acquired. Participation in professional planning programs, both local and regional, will help this charming city retain the way of relaxed living that has been its greatest asset throughout its long history.

★ ★ ★





58

# OPPORTUNITY

*recognized and utilized*

*the Hancock County  
Port and Harbor Commission  
develops a great natural asset*

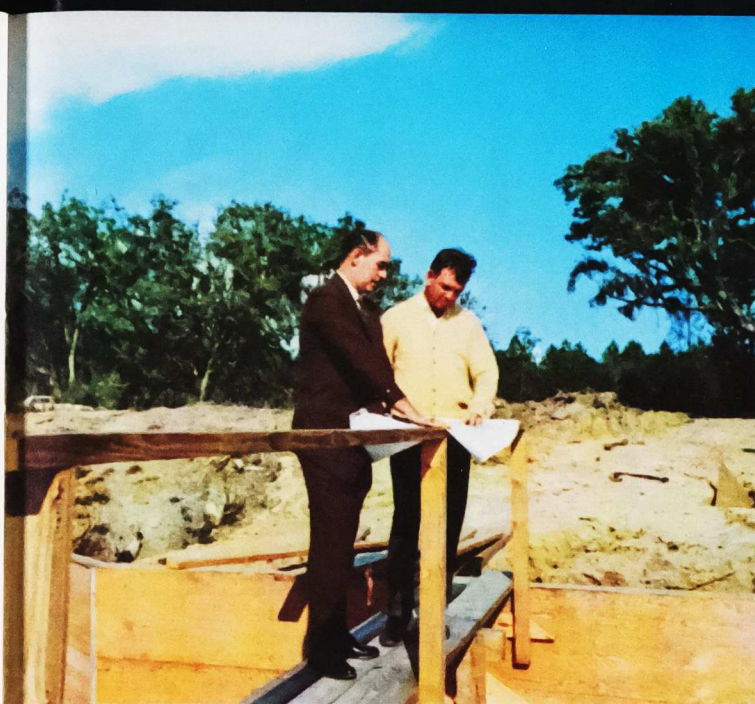
The pulsating throb of engine and pump joined the quiet sounds of the coastal marsh as the dredge "Mansfield" began excavating Mulatto Bayou in southwest Hancock County, Mississippi.

This initial construction of the Hancock County Port and Harbor Commission's industrial site and port facility began in October 1967. By mid-January 1968 the path of the first phase channel was plainly evident as it cut across the grassy landscape, straightening the contours of the winding bayou according to the design of Michael Baker, Jr. Inc., engineers for the project.

First steps were taken in 1960 by local groups who considered the relation of the county's industrial potential to their great natural asset of navigable waterways and Gulf of Mexico coastline. It was time to act if their county was to share in the industrial growth rapidly moving southward and the plans and goals must all be envisioned on a scale unprecedented in size and scope in the locale.

The initial committee formed to evaluate ideas and suggestions was encouraged by the county's Board of Supervisors in their re-





Left: Donald Landry, president of the Hancock County Port and Harbor Commission, left, and District 5 Commissioner Elliott Casanova, right, review engineering plans at first phase site.

Below: Mr. Landry and Mr. Casanova observe construction of spillbox at potential dock site.

Bottom: Grader shapes access road to Mulatto Bayou water-side industrial sites.

59

search. The goal was an economic and industrial survey encompassing procedures, types of industries best suited in relation to labor and transportation, site selection study, and a master plan to set up guidelines for engineering development and phasing.

This advisory group prepared the way for the formation of the Hancock County Port and Harbor Commission, a body consisting of one member each from the five county beats, the city of Bay St. Louis, and the city of Waveland. Once established, the commission requested, and received, a one mill ad valorem tax allocation from the board for financing their objectives. This funding was later increased to two mills and in October, 1963, Michael Baker, Jr. Inc. of Jackson, Miss. was engaged to prepare a preliminary plan based on selection of the Mulatto Bayou site as a first phase effort.

A feasibility plan was submitted to the commission and the Board of Supervisors by the Baker firm in July, 1964. It endorsed the selection of the Mulatto Bayou site and spelled out the many particular advantages because of climate, geography, transportation, proximity to markets, and other factors, which placed the county in a most excellent situation for this type of development.

With this confirmation to strengthen their cause, the commission proceeded to order the preparation of a master industrial development plan. It was completed in July, 1965 and encompassed the development of five harbors and industrial areas, a 30 ft. deep water access channel, deep water public dock facilities, and the complete engineering of the county's fresh water supply system. This plan, adopted by both the Port and Harbor Commission and the Board of Supervisors, calls for the ultimate development of 11,000 acres at an estimated cost of nearly \$36 million.

First phase plans outline development of 1,200 acres for industrial sites, a 150 ft. wide by 12 ft. deep industrial channel, public dock accommodations, barge turning basin and handling facility, a rail spur to the mainline of the Louisville and Nashville Railroad, and the access road to connect the site with I-10 via US 90, 603 and 607.

This initial project is now underway! The Mulatto Bayou channel nears completion as does the access road to the industrial area.

In August, 1965 the commission assumed the responsibility of providing the county with a much needed modern airport. Clearing began in January, 1968. The site has an access road to State 603, which will have an interchange point with Interstate 10 about two miles distant from the airport. A portion of the buffer zone land of NASA's Mississippi Test Facility is utilized for the runway layout.

(continued on page 78)





# *The city of* WAVELAND



HANCOCK COUNTY'S ONLY

## "MERIT"

PROGRAM CITY IN 1967



60

By joining the Mississippi Economic Council's outstanding Merit Program Waveland accepted the challenge to set for itself the highest possible standards for community betterment.

This is typical of Waveland where civic pride and enthusiasm for community projects runs high.

The determination to constantly maintain a program of city improvements and beautification, the natural assets of climate and shoreline, the geographic advantage of being situated in the new growth center of America, all combine to provide the people of Waveland with the opportunity to become the model city of Coastal Mississippi.

## YOU'LL LIKE LIVING IN

## *Waveland*

- ★ Winner of MEC Recreation and Finance Awards.
- ★ Location of Hancock County's largest and most beautiful tourist accommodation.
- ★ Miles of beautiful beach; antebellum homes; gardens.
- ★ Annual Mardi Gras and St. Patrick's Day Parades.



## WAVELAND

**POPULATION**—Estimated 3,200.

**LOCATION**—48 miles east of New Orleans, La., on U.S. 90 and Gulf of Mexico. Southern terminus of State 603-43; on mainline of L&N Railroad.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor and board of four Aldermen elected at four year intervals, Special Charter.

**TAX STRUCTURE**—Assessed valuation \$3,199,159, approximately 15% of real value. Tax levy 20 mills. Bonded debt \$112,000, Util. Revenue \$477,000.

**SCHOOLS**—Public 1, (B.S.L. Dist.) enrollment 185; parochial 1, enrollment 261.

**POLICE AND FIRE PROTECTION**—Police Dept.; Town Marshal, 1 deputy policeman, 10 auxiliary policemen, 1 patrol car with 2-way radio. Fire Dept.; volunteer crew, Chief and 18 men, 3 completely equipped fire trucks. Civil Defense unit, 30 men, truck, citizen band radio.

**UTILITIES**—City owned water and natural gas systems. Electricity, Miss. Power Co.

**MEDICAL**—2 doctors, residents use Hancock General Hospital.

**CHURCHES**—Catholic, Baptist, Methodist, Lutheran.

**RECREATION**—Municipal Park, public beach, rip-rap fishing pier, Catholic Parish Hall available for activities, skating rink, riding stables; Special Events, Mardi Gras Parade and ball, St. Patrick's Day Parade.

**CULTURAL**—Art Gallery and School, Ceramics school, Hancock Art League, Little Theatre, Junior Auxiliary, Garden Clubs.

**CIVIC ORGANIZATIONS**—Hancock County Chamber of Commerce, Waveland Civic Club, Rotary, Jaycees, American Legion, Masonic Order, Knights of Columbus, VFW, 4-H, Home Demonstration, Krewe of Nereids (Mardi Gras organization).

**TYPES OF INDUSTRY**—Frozen foods, component house parts, aluminum door and window frames, leather products, cement, bakery, tourist accommodations (new 100 room motel and restaurants).

**PLANNING**—B. M. Dornblatt and Assoc., Consulting Engineers, have established zoning regulations; city planning complete sewer system, renovation of city hall, full time fire dept., and extensive beautification program.



MISSISSIPPI COAST MONITOR'S  
MAP OF  
**WAVELAND, MISS.**  
and surrounding area  
including  
CLERMONT HARBOR  
and  
LAKE SHORE

61

In February 1967, the city of Waveland annexed 2,200 additional acres of territory and immediately began procedures to extend services and utilities to the area. Such thinking is typical of this alert community where quick and decisive action on the part of officials and citizens gets results that have won Waveland the admiration and respect of the entire area.

It was this attitude that led to the formation of the Waveland Civic Association, a group of 100 members with a goal of civic improvement. It was with the same spirit of determined effort that Waveland entered the Mississippi Economic Council's Merit Program and walked away with two plaques. One was an award in recognition of its finance status, the other, for their community recreation program. By entering the Merit Program, Waveland was judged according to the outstanding achievements of towns of comparable size.

The delightful atmosphere of this

agreeable community is heightened by natural advantages for family fun on the wide sand beach, in the warm Gulf waters, protected from undertow by a chain of offshore islands, and a climate that makes it a gardener's paradise.

Special events such as the Mardi Gras (story on next two pages), and the St. Patrick's Day parade, are shared by all. The delightful St. Patrick parade is made more meaningful by the fact that the town honors as Queen one of its young ladies who has attained the highest academic average in the high school junior group. The gay festivities, involving "Queen Coleen," her parade of floats, bands, and gay leprechauns, are climaxed by a corned beef and cabbage "Irish supper" for the benefit of local scout groups. Thus the merrymaking combines with serious thought for the benefit of young people of the community.

Because Waveland takes pride in appearance, serious consideration is now directed toward a beautification program

that should make Waveland truly "the Garden Spot" of the Gulf Coast.

In October, 1967, the town announced its intention to issue a \$300,000 revenue bond issue to be used to provide expanded water and gas service to the newly annexed area. At this writing funding for a new sewer system is under study.

The county's largest, and most modern, new motel and restaurant, a new bank, and a new postoffice, add stature to the community. All required shopping facilities and services are available in the central business district. One of the town's main thoroughfares leads directly to the Interstate 10 interchange and the new airport under construction. New construction of U.S. highway 90, making it a first class divided roadway, will be completed in 1968. Evaluation of all these facts leaves no doubt in the minds of residents that Waveland is a leader among Coastal Mississippi's towns.

★ ★ ★







# Come to the Mardi Gras



Top left: the 1967 Bal Masque in full swing. Top right: King Nereus I and Queen Doris I of 1967 reigned in a handsome setting. Center left: maskers on a colorful float in the 1967 parade toss favors to the crowd. Center right: Queen Doris II on her royal float leads the 1968 parade. Bottom left: the Krewe Captain escorts King Nereus I to the royal throne. Bottom center: a lieutenant escorts King Nereus II to a "callout dance" during the 1968 ball. Bottom right: Queen Doris II and her royal consort at the 1968 Nereid's Bal Masque.

What fascinating visions are brought to mind anywhere in the Americas or Europe by those words, for the Mardi Gras is renowned as "a festival of festivals", a gay, delightful, mad, merry celebration that precedes the solemnity of the Lenten season in the Christian calendar.

In the United States, New Orleans is probably best known as the city of the Mardi Gras. But, along the coast of the Gulf of Mexico this traditional event is perpetuated in many cities who share in the French-Spanish-Mediterranean heritage of the Crescent City.

In this issue we present Mardi Gras in Waveland. All the cities of Coastal Mississippi celebrate the festival. In future issues others will be featured.

The Waveland organization, one of the newer groups, was founded two years ago and is called the Krewe of Nereids. Krewe is the designation of a Mardi Gras group rather than club. The krewes usually take their names, and the names of their royalty, from mythology. The members remain masked throughout the parade and ball and their identities are not revealed. As Nereids is a ladies' organization, the

queen is always, Queen Doris. The position of Captain is one of honor and high rank. Each year Nereids presents a splendid parade and a beautiful ball with attendance to the ball by invitation only. The revelry of the Bal Masque lasts well into the "small hours."

The parade is held on a Sunday afternoon preceding Shrove Tuesday. The entire area turns out in full force to line the parade route and homes are gaily decorated with balloons and serpentine, and banners in purple, green and gold, the traditional Mardi Gras colors. Many hospitable citizens along the parade route make this a special party event and invite hosts of friends to "open house." Young and older merry-makers vie for the favors that are tossed from the passing floats by the Krewe. The most prized is the golden doubloon, large souvenir coins that are minted each year and impressed with the Krewe crest and symbol of the theme of the year.

On the opposite page is a glimpse of the gaiety of Nereids as the merry daughters of King Nereus and Queen Doris play their roles in the magic of Mardi Gras.

★ ★ ★

63



## Complete listings . . .

on every type real estate in the area, available for your consideration. Established for over 40 years in the community, Mollere Realty takes pride in the fact that we can offer some of the choicest real estate buys on the local market to our customers. Four decades of continuous advertising have gained us recognition as a leader in the real estate field.

We know we can help you and invite your inquiry.

Since 1928

138 Coleman Ave.

P. O. Box 284

Waveland, Miss.

Area Code 601 — 467-5454





# PEARL RIVER COUNTY

## has room enough for growing

All around one sees evidence of growth. It's a busy place but—there's no rush or crowding, none of the noise, or smog, or the daily confusion that besets big city dwellers. Just an atmosphere of relaxed living in a bright sunny land of pleasant towns, tung orchards, pine forests, and rolling hills. Petroleum, manufacturing, and agricultural operations provide a stable economy for the county and its two incorporated cities. You know at a glance that here is a chance to enjoy life the way you have always imagined it for you and your family.

64





# PEARL RIVER county •

**AREA**—810 sq. mi., 530,000 acres.

**POPULATION**—Estimated 33,000.

**LOCATION**—Boundaries: Marion and Lamar Counties, north; Hancock County, south; Forrest and Stone Counties, east; Pearl River, west.

**CLIMATE**—Mild; annual averages, January 53.9-July 81.3, rainfall 62.5 in., frost-free days 265. Elevations to 313 ft. above sea level.

**GOVERNMENT**—County Board of Supervisors, one elected from each of five beats. County organized 1890.

**TAX STRUCTURE**—Assessed valuation \$19,333,271, approximately 10% of real value. Tax levies; Poplarville Spec. Mun. Sep. Sch. Dist. Beats 1-2-3, 73 mills; Poplarville Spec. Mun. Sep. Sch. Dist. Beat 4, 67 mills; Poplarville Spec. Mun. Sch. Dist. Beat 5, 68 mills; Pic. Mun. Sep. Sch. Dist. Beat 4, 29 mills; Pic. Mun. Sep. Sch. Dist. Beat 5, 30 mills; Pearl River Cnty. Sch. Dist. Beats 1-2-3, 77 mills; Pearl River Cnty. Sch. Dist. Beat 4, 71 mills; Pearl River Cnty. Sch. Dist. Beat 5, 72 mills; Lum. Line Cons. Sch. Dist., 73 mills. In addition there is a 2¢ levy for forest protection on all uncultivated acreage. Bonded debt by Beats, no county-wide issues; Beats 1-2-3, \$297,000; Beat 4, \$140,000; Beat 5, \$70,000; County Sch. Dist. (ex. Pic.) \$569,000.

**SCHOOLS**—2 county cons. schools, enrollment 1,071; 17 county school busses; Pearl River Junior College, enrollment 853.

**MEDICAL**—Pearl River County Hospital, West Moody St. and U.S. 11, Poplarville; excellent hospital at Picayune; new County Health Center, Poplarville.

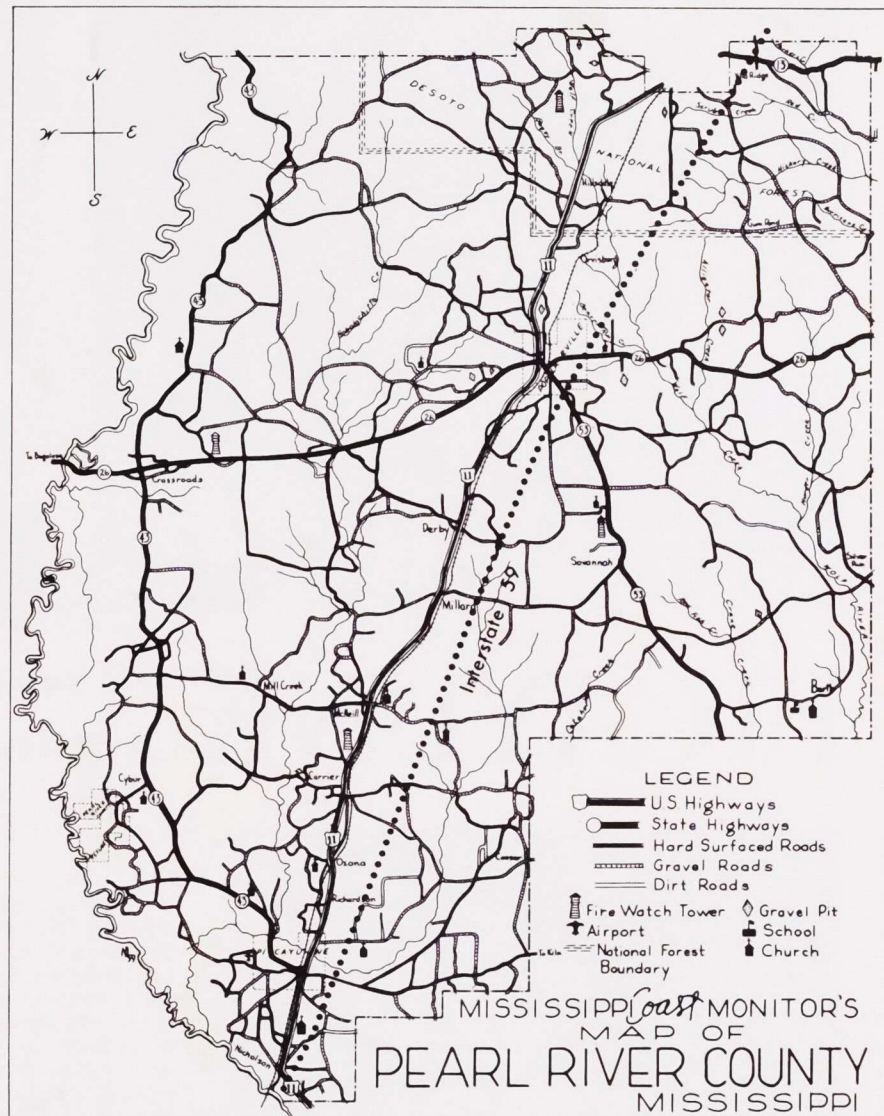
**UTILITIES**—Urban and industrial electricity, Miss. Power Co.; rural electricity, Coast Electric Power Ass'n. Water systems Poplarville, Picayune, West Poplarville, Derby, and Carriere-McNeill area.

**HIGHWAYS**—U.S. 11 northeast-southwest; State 43 north-south; State 26 east-west; State 53 Poplarville-south; State 13 east-west in northeast part of county; Interstate 59 northeast-southwest.

**TRANSPORTATION**—Mainline Southern Railway System; Pearl River Valley Railroad, local short line serving industry at Picayune; Greyhound Bus Lines; Picayune Airport; Martin 404 flights to Huntsville, Ala.; daily scheduled air flights at New Orleans and Gulfport; navigable stream, Pearl River.

**COMMUNICATIONS**—Newspapers; weeklies at Poplarville and Picayune, dailies from Jackson and New Orleans. Radio; stations at Picayune and Poplarville.

**RECREATION**—Boating and fishing, Pearl River; fishing in smaller streams; Hunting; 2 golf courses; recreation and cultural centers in cities; sports events at 2 stadiums; sports programs for youth in cities.



**TYPES OF INDUSTRY**—Agricultural equipment, clothing, wood products, chemicals, paint and varnish, tung oil, containers, gun shells, refrigerated truck bodies, construction, printing and publishing, oil fields.

**NATURAL RESOURCES**—Mild climate, forests, high land elevations, oil and gas deposits, abundant ground water, gravel deposits, good farming soil. Special TUNG story page 9.

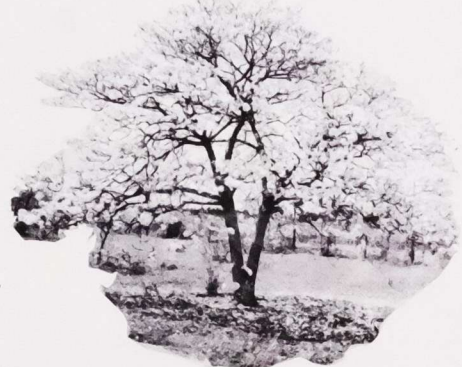
**PLANNING**—County cooperating with Pearl River Basin Development Assoc. in planning for development of Pearl River as major waterway and utilizing feeder streams for water conservation in future; county will continue with State Aid Road Program to limit of funds, \$200,000 per year. Jaycees working with others interested for possible development of 1,200 acre area as recreation site to include 100 acre lake.

## This Beautiful Tree HELPS BIG INDUSTRY . . . . .

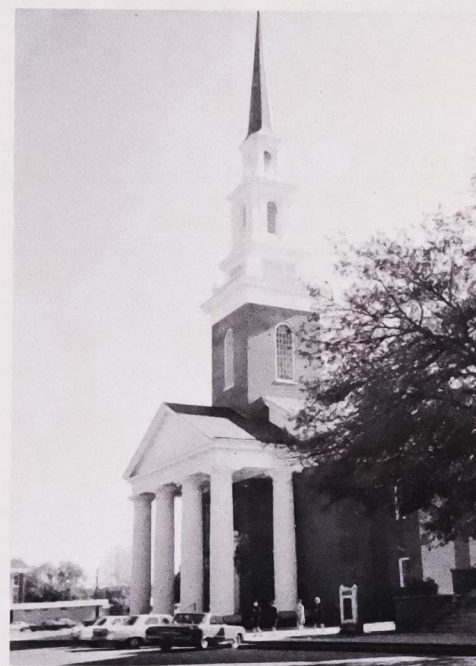
This is a tung tree in bloom—one of the South's most exquisite springtime displays of pink and white blossoms. Yet from these fragile blossoms comes the fall harvest of tung nuts that provides industry with a valuable oil, a basic ingredient for a new coating process for metal, as well as its established use in varnish and paint and dozens of other products where it acts as a superior waterproofing or drying agent.

Each year science discovers more uses for tung oil. If you are interested in learning additional facts about one of America's most unique products of the land—write to

**NATIONAL TUNG OIL MARKETING COOPERATIVE INC.**  
and **AMERICAN TUNG OIL ASSOCIATION**  
HEADQUARTERS • POPLARVILLE, MISS.







# PICAYUNE

*IN COASTAL MISSISSIPPI*  
a good place to live

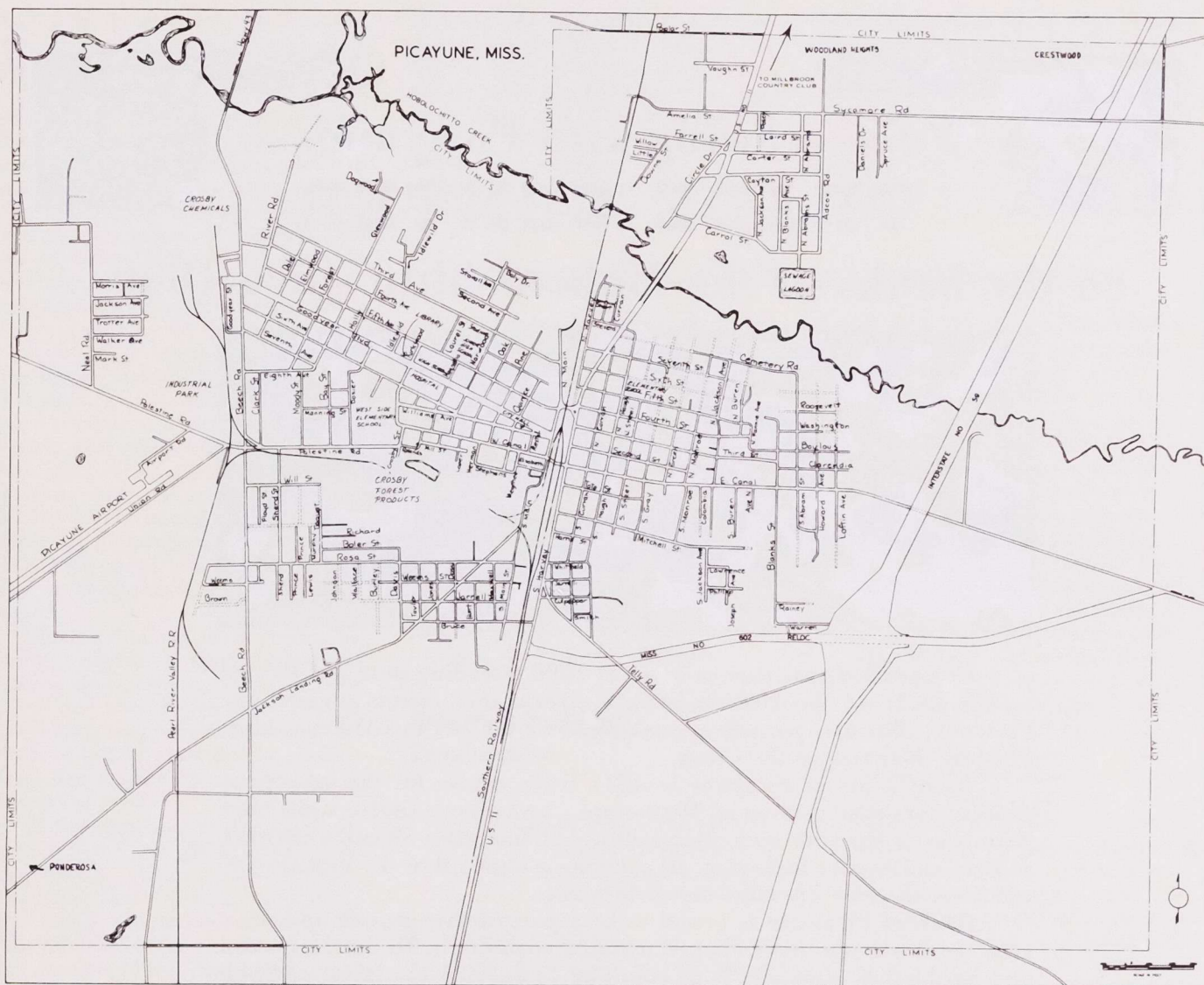
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Consider those elements you consider necessary in the ideal typical American town ★ Superior schools, many churches, cultural and recreational facilities, reliable utilities and public services, conscientious government, and a good planning program ★ Add to these a spirit of friendliness and strong civic pride ★ These are things the people of Picayune have established for themselves and invite you to share—the goal of every American family today—a really “good place to live”.







## PICAYUNE ●

**POPULATION**—10,709 Spec. Census '66.

**LOCATION**—Extreme southwest Pearl River County on Interstate 59, bisected by U.S. 11 and State 43; on northern perimeter of NASA's MTF buffer zone; 56 miles northeast of New Orleans, 62 miles southwest of Hattiesburg; on mainline of Southern Railway System.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor, four Councilmen, City Manager, operating under Code Charter.

**TAX STRUCTURE**—Assessed valuation city \$17,951,050, including school district \$24,962,450, approximately 40% of real value. Tax levy 43 mills. Bonded debt city \$144,000, school district \$1,238,600, Util. Rev. \$2,909,000.

**SCHOOLS**—11 public, enrollment 4,372.

**POLICE AND FIRE PROTECTION**—Police chief and 10 officers, 3 policewomen, 5 policewomen on duty in school months, 3 radio equipped patrol cars. Fire chief and 8 firemen, trained volunteer crew, 2 fire stations, 2 pumpers—750 gal. per min., water pressure maintained at 60 lbs. per sq. in.

**UTILITIES**—City-owned water, sewer, and natural gas systems; new sewerage treatment plant; recently completed \$2,010,000 expansion and additions to sewerage collection system; electricity, Miss. Power Co. and Coast Electric Power Ass'n.

**MEDICAL**—Lucius Olen Crosby Memorial Hospital, 100 beds; Health Center; 3 private clinics; 11 doctors; 5 dentists.

**CHURCHES**—11, representing Baptist, Catholic, Christian Scientist, Church of God, Episcopal, Lutheran, Methodist, Presbyterian.

**RECREATION**—Park, playground and pool owned by city and operated by YMCA; playground with swimming pool; year round recreation program with full-time supervision; Picayune Memorial Stadium, seating capacity 5,000; 18 hole golf course, swimming pool, at Millbrook Golf and Country Club; water sports nearby; 2 motion picture theatres; Little League and Scout groups for youth; bowling lanes. New 5 acre park and playground in Roseland section.

**CULTURAL**—Margaret Reed Crosby Memorial Library and Cultural Center; Friend of the Library; Picayune Art Guild; concerts and plays at 1,200 seat auditorium at Picayune Memorial High School; Little Theatre group; Annual Art Festival.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Rotary, Lions, Masons, Shrine, VFW, American Legion, Kiwanis, Jaycees, Civitan, Civic Women's Club, Garden Clubs, Scouts, 4-H.

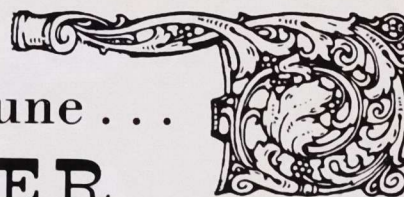
**TYPES OF INDUSTRY**—Chemicals, paint and varnish, tung oil, veneers, containers, refrigerated truck bodies, steel fabricating, construction, gun shells, forest products, printing and publishing.

**PLANNING**—City utilizing planning program for growth as prepared by professional planning advisors. Plans for canal to navigable channel in Pearl River being studied and considered; also under consideration, formation of an Economic Development District to promote industrial development of area.

For many years the people of Picayune have recognized the value of their proximity to the great metropolis of New Orleans. Many residents of the big city maintain fine second homes, ranches, or tung plantations in the area around Picayune. Others are full time in-town residents who commute daily to business in the "Crescent City". In April of 1967, the opening of an important new segment of Interstate 10 lessened the travel time for these folks to less than an hour of easy driving.

The well organized, smoothly operating municipal system of Picayune provides excellent city utilities, police and fire protection, well kept streets, and a really outstanding school system. Civic, social, and cultural clubs in the town support praiseworthy programs in art, theatre, and music. Youth activities in all competitive sports are accommodated at a center, complete with swimming pool, operated for the city by the YMCA, a fine stadium, and baseball parks for the numerous Little League teams. Scout troops and 4-H Club work





We're growing with Picayune . . .

## TRADE CENTER

on the banks of the Hobolochitto since 1800



Records indicate that as early as 1800 a trading post was located on the banks of the Hobolochitto, a stream that bisects present day Picayune. The first postoffice, established on the site in 1832, was identified by the name of the Creek.

Today's city of Picayune is still a trade center for this now prosperous, important section of Mississippi. Yesterday's Indian trails have given way to the wide concrete roadways of Interstate 59 and a network of state and county highways, all carrying a steady flow of commerce to and from the ever growing city of Picayune.

Bank of Picayune is proud to be a part of this growth and serve area residents who have shaped a stable economy with determination and hard work. Our aim is to continue to provide the latest and best in banking facilities for their convenience.

68



MAIN BANK  
Canal St., Downtown



BRANCH BANK  
West Canal St.

## BANK OF PICAYUNE



*Member F.D.I.C. ★ Complete Banking Service ★ Two Locations to Serve You*



add to the diversity of group participation in projects designed for youth in this town that is ideal for families.

Developing under the guidance of professional planning for many years, Picayune has come to be regarded as a good business and residential town. The purchase of a home is a major expenditure in any family's budget and the fact that property values are protected from the intrusion of blight situations by carefully planned regulations has encouraged better neighborhoods and a steady growth in this inland city.

Proof of excellent management of this fast expanding city was presented a few years ago when utilities and service were extended to a large newly annexed area in what surely must have been record time.

New construction appears steadily, adding lovely homes and fine public buildings to the already attractive city. The most recent is a new fire station and a handsome \$58,000 Lutheran church.

Merchants of the town prosper because in addition to the municipal population they serve fast growing areas north and east of the city. Records show local telephone connections have doubled in four years and the sales tax collection reached an all time high in January of 1968.

In that same month a new industry located in the town giving a boost to the employment picture. This company, Explosive Devices, Inc., manufactures gun shells and related products. As this article is being written, Picayune has announced the arrival of a second new industry, Standard Container Corp. Initially the firm will manufacture five gallon square metal cans and employ about 30 people, later as the product line is increased the plant will employ approximately 200.

A third industry is expected to arrive in the near future. Such interest by industry is not accidental but the result of diligent work by City Manager Jack Read and other civic leaders who are

devoting time and effort towards that goal. An organization to promote industrial development has been formed called the Greater Picayune Area, Inc., under the control of the president and board of directors of the Picayune Chamber of Commerce.

Picayune is also aware of opportunity waiting to be developed in regard to

water commerce on nearby Pearl River. The county has representation on the Pearl River Development District Board and is keeping alert to the projects scheduled basing their own directions on the local potential. Because it is important to the future of Picayune, following is a brief resume of the work goals of the Pearl River Basin Group.

## OBJECTIVES OF THE PEARL RIVER BASIN DEVELOPMENT DISTRICT

The complete development of the Pearl River Basin will vastly improve economic opportunity for the entire basin and adjoining areas. A navigable Pearl River will provide barge traffic, water front industrial sites and expanded commercial and industrial activities. Soil conservation, irrigation, pollution control, and land reclamation will bring about increased agricultural productivity and more recreational opportunities. Current projects and existing improvements are rapidly turning undeveloped potential into economic reality in the Pearl River Basin.

### Unlimited Economic Development . . .

1. NAVIGATION TO CENTRAL MISSISSIPPI will offer communities of the Pearl River Basin an advantage the great cities of the world enjoy . . . an outlet to the sea.
2. FLOOD CONTROL will reclaim wasted flood areas for the use of agriculture, industry and recreation. The devastating floodwaters which are a continuing economic liability will be controlled by reservoirs, small watersheds and other protective facilities.

3. AN ABUNDANT WATER SUPPLY vital to the health and economic growth of communities within the basin will be available for industrial, agricultural and municipal use.
4. POLLUTION ABATEMENT will provide the entire region with fresh, clean water through quality control. This project is already underway in many sections of the Pearl River.
5. HYDROELECTRIC POWER is included in the complete basin study which will determine the feasibility of constructing hydroelectric generation facilities on the Pearl River.
6. RECREATION such as boating, swimming, skiing, camping and picnicking will be readily available to communities of the basin. A pleasure boatway extending from Nanih Waiya to NASA is planned.
7. FISH and WILDLIFE CONSERVATION will provide residents and visitors to the basin with both food and outdoor recreation. Game refuges will be established to develop wild fowl hunting, and fishing will be improved.
8. CONTROLLED WATER FLOW through the use of water storage pools and a system of dams will provide a constant flow of water which can be distributed as it is needed throughout the Pearl River Basin.

President of the Pearl River Basin Development District is C. H. "Dick" King.  
Pearl River County Members of Board of Directors, A. T. Stewart and L. O. Williams.  
General Manager is George E. Wynne.  
Offices: Deposit Guaranty National Bank Bldg., Jackson, Miss.

69

## WE'RE HELPING GROWING PICAYUNE BUILD A BRIGHT, PROSPEROUS FUTURE . . .



**By offering complete Banking Service  
to its industrious citizens . . .**

The Oldest National Bank between Hattiesburg and New Orleans

**FIRST NATIONAL BANK of PICAYUNE**

— ★ NOW TWO LOCATIONS TO SERVE YOU

Member Federal Deposit Insurance Corporation • Federal Reserve System





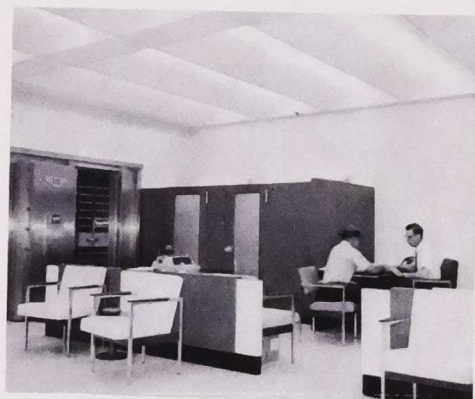
## The Road to Happy Living

The beautiful wide highway pictured here is Interstate 59, Poplarville's fast travel link with nearby large cities and the NASA Mississippi Test Facility. Residents can commute easily to jobs in those areas yet enjoy the advantages of pleasant living in an uncrowded community. This key traffic artery means swift delivery of motor freight to and from industry. The city is also located on a mainline railroad, making it doubly effective for product transportation. Poplarville is a family town with good schools, well-attended churches, a complete downtown business section, and citizens and public officials who aim always to develop to the fullest measure the 'good living' environment of their town.

## The "Happy Living" City is **POPLARVILLE**

IN THE CENTER OF PEARL RIVER COUNTY • MISSISSIPPI

70



## CONVENIENT ★ MODERN

### COMPLETE BANKING SERVICE

- ★ DRIVE UP WINDOW    DRIVE-UP WINDOW
- ★ SEVEN TELLER WINDOWS
- ★ LATEST DECOR
- ★ PARKING AREA
- ★ SAFE DEPOSIT BOXES

SERVING THE PEOPLE OF POPLARVILLE AND  
PEARL RIVER COUNTY SINCE 1914

## **BANK OF COMMERCE** **POPLARVILLE, MISS.**

★ ★

MEMBER F.D.I.C.

ASSETS NOW \$5,741,057.71



"IN THE TUNG CENTER OF THE NATION"



## POPLARVILLE ●

**POPULATION**—Estimated 2,400.

**LOCATION**—Slightly north of central Pearl River County on Interstate 59, bisected by U.S. 11 and State 26, northern terminus of State 53; on mainline of Southern Railway System; 23 miles north of Picayune, 39 miles southwest of Hattiesburg; 313 ft. above sea level.

CLIMATE, COMMUNICATIONS, TRANSPORTATION, see County.

**GOVERNMENT**—Mayor and Board of Aldermen; Code Charter; incorporated March 4, 1886.

**TAX STRUCTURE**—Assessed valuation \$2,039,132, approximately 15% of real value. Tax levy 18 mills. Bonded debt, none. Self-liquidating Revenue Issue \$393,000.

**SCHOOLS**—4, under Poplarville Special Municipal School District of County, enrollment 1,856. Location of Pearl River Junior College, enrollment 853.

**POLICE AND FIRE PROTECTION**—County law officers and 2 city police officers provide 24 hour protection. Volunteer fire dept. with trained crew of 14 men; 500 gal. per min. pumper, water pressure 70 lbs. per sq. in.

**UTILITIES**—City-owned water and sewer systems, gas and electricity, see County.

**MEDICAL**—Location of 30 bed County Hospital; County Health Center; 3 doctors, 3 dentists.

**CHURCHES**—8, representing Baptist, Catholic, First United Pentacostal, Methodist, Presbyterian.

**RECREATION**—Recreation Center with swimming pool, baseball diamond, tennis court, community hall; nearby Pearl River Valley Country Club, nine hole golf course; hunting in season, fishing in nearby streams; stadium for sports activities at Pearl River Junior College; motion picture theater; semi-annual horse show.

**CULTURAL**—Pearl River County Library, Poplarville unit.

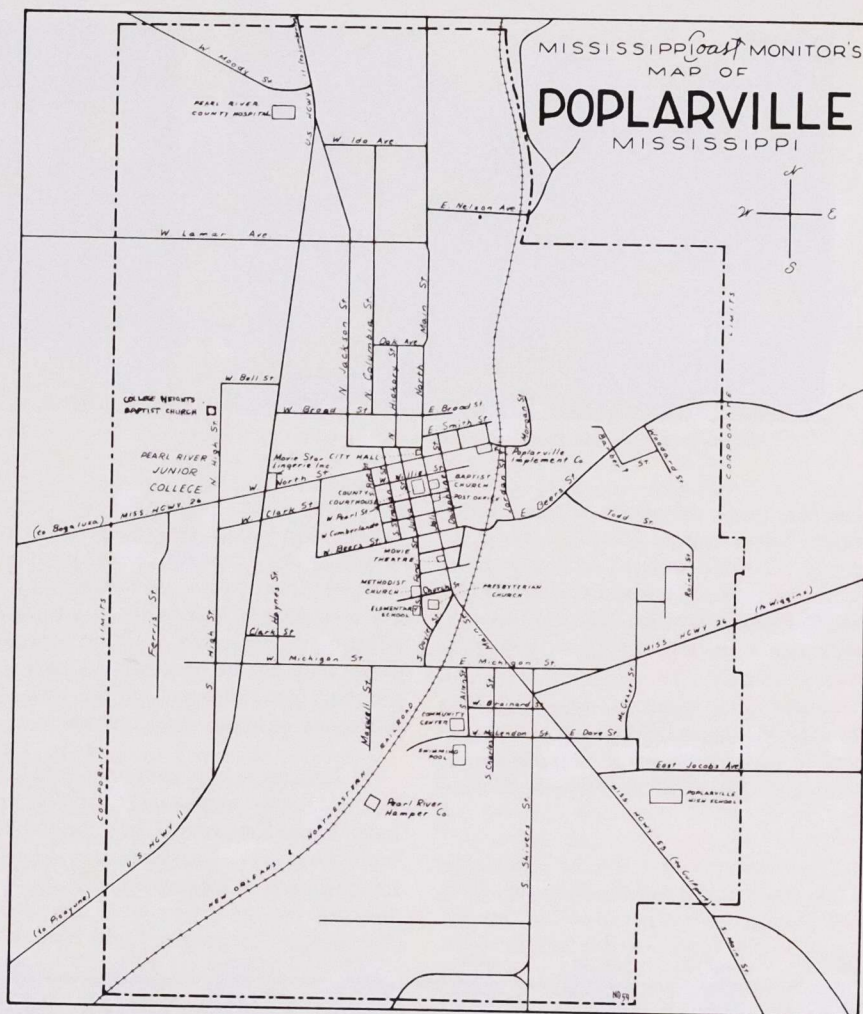
**CIVIC ORGANIZATIONS**—North Pearl River County Chamber of Commerce, Jaycees, Rotary, Kiwanis, Lions, American Legion, VFW, Masonic Order, Business and Professional Women's Club, Garden Clubs, 4-H, Scouts.

**TYPES OF INDUSTRY**—Farm implements manufacturing, garment factory, fertilizer plant, printing and publishing.

**PLANNING**—The city of Poplarville engaged Michael Baker and Assoc. to conduct a long range planning survey covering every aspect of development and recommendations for future expansion. City planning water pollution control project and expansions and enlargement of city water and sewer systems.

In relation to certain considerations it can be said that Interstate 59 has become Poplarville's new "Main Street" for Poplarville today is a vital part of a fast developing regional growth that is shaping the economic future of the individual cities within the area. Cities located on, or in close proximity to, an Interstate route become actively involved in business and services to a larger market than ever before possible and when those cities have within their governing structures an attitude of progressive development, the greatest rewards for the citizens will be realized. This is an apt description of Poplarville.

The town is charming in appearance with an appeal that combines serenity and beauty of landscape with the gentle, dignified way of life that is traditionally southern. It is also obviously energetic and prosperous with a business district



that is trim, modern, well stocked with merchandise and offering all needed consumer services, properly surfaced traffic arteries, and civic groups that play an impressive, positive role in community affairs.

The advantages as a family town are undeniable. The many churches are well attended and schools are excellent. Pearl River Junior College is located in the town affording children the opportunity of living at home through fourteen years of education, a decidedly important consideration in these times of ever rising costs.

The college is among the oldest schools of its kind in the south and the pioneer junior college in the state. It has developed from one building in 1908 to thirty-one major buildings by 1966. In 1967 a new vocational-technical building, a new science building and a new stadium were added as a part of a million dollar building program. Other new facilities scheduled for construction are a library building, an administration building, and an academic building.

The Preparatory Division at the college provides courses for those students who plan to transfer to a four year college or university. There are also voca-

tional and technical two year terminal courses to provide training and qualify students for employment in the industrial or business world. The college cooperates with business and professional groups in planning college level instruction, cultural opportunities, and studies helpful to both. Daily bus service for commuting students is offered throughout the five county area served by the school.

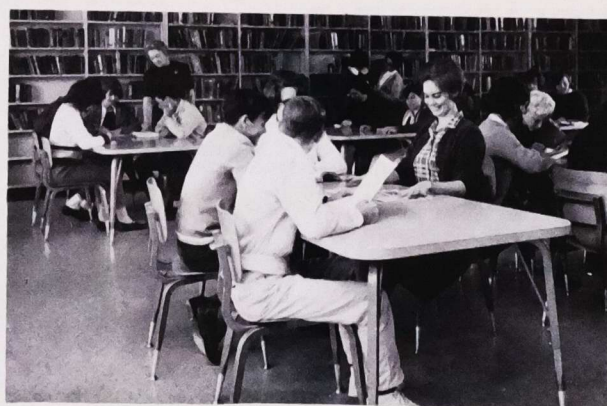
Poplarville is a city that sets for itself high standards in municipal services and utilities. In 1967 the city applied for, and received, a \$36,750 grant from the Federal Water Pollution Control Administration to help finance construction of improvements and expansion of the city sewer system. Just recently, Poplarville received information that an additional federal grant of \$151,000 for expansion of water and sewer facilities has been approved by the U.S. Dept. of Housing and Urban Renewal. The planned water and sewer project will cost an estimated \$353,000 and will help lower insurance rates on city property.

In October of 1967 a transaction was completed with the St. Regis Paper Co. for 9.2 acres of land to be used as a wood buying yard in Poplarville. This





Cattle and tung are important economic factors.



Library at new Poplarville High School.

was the result of efforts of the North Pearl River County Chamber of Commerce who had worked on the project for some time and is an excellent boost to the local economy. The group is also working on developing an industrial site.

There is a large garment plant in Poplarville manufacturing fine lingerie and a farm implement manufacturing company that ships to world-wide markets.

The headquarters for the American Tung Association and the National Tung Oil Marketing Cooperative Inc. are located in the town, as Poplarville is in

the heart of the tung belt of the United States. Important developments in research on new uses for the oil promises a major boost in the local economy in the near future and in the planting of additional orchards and processing plants that will be necessary to meet the growing demand based on the new applications of tung oil derivatives.

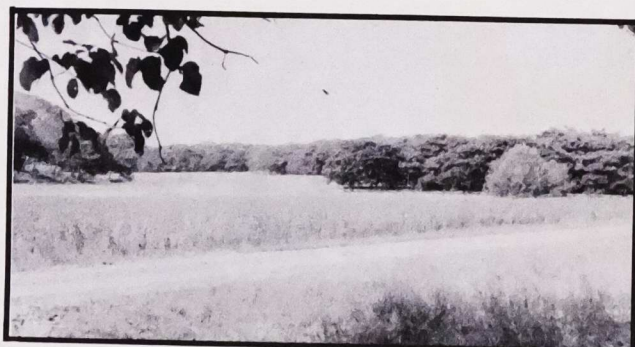
In January it was announced that the United States Department of Agriculture Tung Laboratory will be moved from Bogalusa, La. to Poplarville. A new office and laboratory will be constructed on the grounds of the South Mississippi Agronomy Field Station.

The annual Pearl River County Fair, held each fall in Poplarville, is a big event of the year and the eight day event in 1967 was the most successful on record. Horse shows and a hunting dog show, parade, livestock display, exhibits by 4-H, FFA, Scouts, women's clubs, and garden clubs, and the usual carnival concessions, contributed to the gala event.

All in all, Poplarville is the kind of town that comes to mind in our conception of "Hometown, U.S.A.". A good place to live, populated by friendly, hard working people who will welcome newcomers warmly to their happy, busy community.

★ ★ ★

## ITS EASY TO SHARE IN GOOD LIVING



### *In North Pearl River County*

Come to this land of rolling hills and great forests where game and fish abound in woods, lakes and streams, where excellent roadways take you easily from the peaceful countryside to a day in town. Interstate 59 links North Pearl River County with two nearby large cities.

Perhaps town life is more to your taste. You will find Poplarville, trade center for the area, a charming place to live. Shopping facilities are up-to-the-minute and opportunities for education include outstanding Pearl River Junior College, offering the advantage of children living at home for two additional years.



## NORTH PEARL RIVER COUNTY CHAMBER OF COMMERCE

WRITE FOR OUR NEW BROCHURE TO—LIBRARY BLDG., POPLARVILLE, MISS.



Soil Conservation Service designed lakes provide needed recreation facilities.

*continued from page 19*

Development of this early action plan would provide a water-surface area of approximately 46,000 acres to meet some of the present and future recreational needs of the Basin. The plan, plus existing facilities, would satisfy 75 percent of the swimming demand, 32 percent of the boating demand, 58 percent of the camping demand, and 64 percent of the picnicking demand estimated in the Basin for 1980. Furthermore, the proposed projects will have a beneficial effect on wildlife throughout the Basin, for one thing increasing waterfowl populations to a considerable degree.

Because the Pat Harrison Waterway District acts as the state's agency, and has funds to work with, we have been able to stimulate the activity of federal resource agencies. For instance, we are coordinating the U.S. Corps of Engineers projects basin-wide, and have provided the needed assurances that local interests will put up the funds for storage of industrial and municipal water in the proposed reservoirs, as well as sharing in the cost of the recreation phase of the reservoir development and to be responsible for the operation and maintenance.



(Photo by Soil Conservation Service.)

Also, we are accelerating the Soil Conservation Service watershed projects by acting as co-sponsor, along with soil conservation and water management districts by providing local cost-share funds for construction of works of improvement and funds for planning assistance so our Basin projects can move ahead of the state priority list.

By working with the Economic Development Administration, we are promoting water resource projects which cannot be accomplished through other agencies. We are also working with the Bureau of Outdoor Recreation which is anxious to assist local interests in developing feasible recreation projects.

The projected development of the Pat Harrison Waterway District is to have barge type navigation all the way

from the Coast through Hattiesburg, Laurel and Meridian. A study for navigation has been under investigation for five years and will continue until the eventual economic feasibility has been fully demonstrated. We look to have favorable reports to make on this within the next five years.

I personally feel that the potentials for soil and water resource development in the Pascagoula Basin are practically unlimited. I believe this District, working with local interests and state and federal agencies, will be responsible for water resource development amounting to \$200,000,000 to \$400,000,000 over the span of the next 10 or 15 years. This sounds like a vast sum, but it hardly approaches what can be done ultimately if we all work together. ★ ★ ★



WHERE BETTER BANKING MEANS  
BETTER BUSINESS & BETTER LIVING

**BANK OF LUCEDALE**

MEMBER F. D. I. C.  
OPEN TIL NOON ON SATURDAY

SERVING GEORGE COUNTY SINCE 1903  
LUCEDALE, MISSISSIPPI



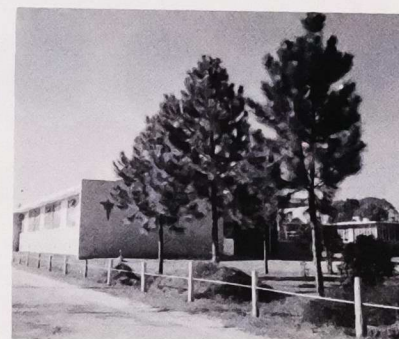
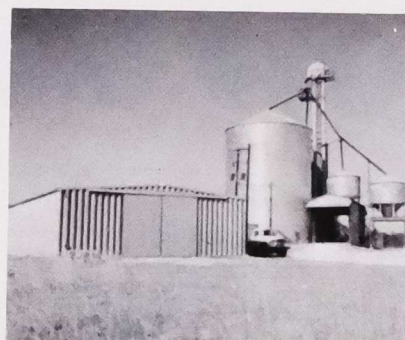
# Strategic Location.....

## GEORGE COUNTY

Some of the state's most tremendous industrial installations are just a few miles south of our county's borders. Many who are employed in this busy, growing area find ideal residential situations in the George County countryside or in Lucedale, county seat and trade center.

Industry also finds a good location in George County, as evidenced by the successful operations producing garments, aluminum grills, veneers, sawlogs and pulpwood, wood plugs, and animal food, as well as a stockyard and other agriculture-related ventures.

There's good government, orderly growth, and a true spirit of community cooperation awaiting new residents, business, or industry in progressive George County.



in  
fast growing  
Coastal  
Mississippi



# • GEORGE county

**AREA**—480 sq. miles; 305,053 acres.

**POPULATION**—Estimated 15,000.

**LOCATION**—Boundaries: Greene County, north; Jackson County, south; Stone and Perry Counties, west; Alabama state line, east.

**CLIMATE**—Mild; annual averages, temperature 74°, frost free days 264, rainfall 57 in.

**GOVERNMENT**—County Board of Supervisors, one elected from each of five beats; county organized April, 1910.

**TAX STRUCTURE**—Assessed valuation \$9,750,000, approximately 16% of real value. Tax levy 51 mills, homestead exemption 16 mills. Bonded debt \$339,962.

**SCHOOLS**—7 attendance centers, enrollment 3,319; all schools, including Lucedale, in county system; 42 regular school busses.

**MEDICAL**—George County Hospital, County Health Center, both in Lucedale on Winter St. (State 26).

**UTILITIES**—Urban and industrial electricity, Miss. Power Co.; rural electricity, Singing River Electric Power Ass'n, Natural Gas, United Gas Co.

**HIGHWAYS**—U.S. 98 northwest-southeast through Lucedale; State 63 north-south through Lucedale; State 26 west-Lucedale; State 613 Lucedale-south; State 57 north-south in western half of county.

**TRANSPORTATION**—Gulf, Mobile & Ohio Railroad; Miss. Export Railroad; Gulf Transport Bus Lines; West Bros. and Gordon motor freight lines; Farmco Airstrip, State 63, south of Lucedale, for light planes; nearest scheduled flights at Pascagoula and Mobile. Navigable streams, Pascagoula River, Escatawpa River, Black Creek.

**COMMUNICATIONS**—Newspapers; weekly, George County Times, Lucedale; dailies from Hattiesburg, Jackson, Mobile, New Orleans. Radio; Lucedale, WHHT broadcasts daily on 1440 KC. Television reception from Hattiesburg, Mobile, Pensacola.

**RECREATION**—Boating, water skiing, hunting, fishing, golf course and swimming pool at Country Club—State 63 south of Lucedale, Luce Memorial Park, Lucedale Annual Horse Show sponsored by Rotary at Agricola; County Fair, October each year; George County Boating Club, 3 races per year; boats, bait and overnight accommodations at 2 locations on river; Spur and Saddle Club, Williams.

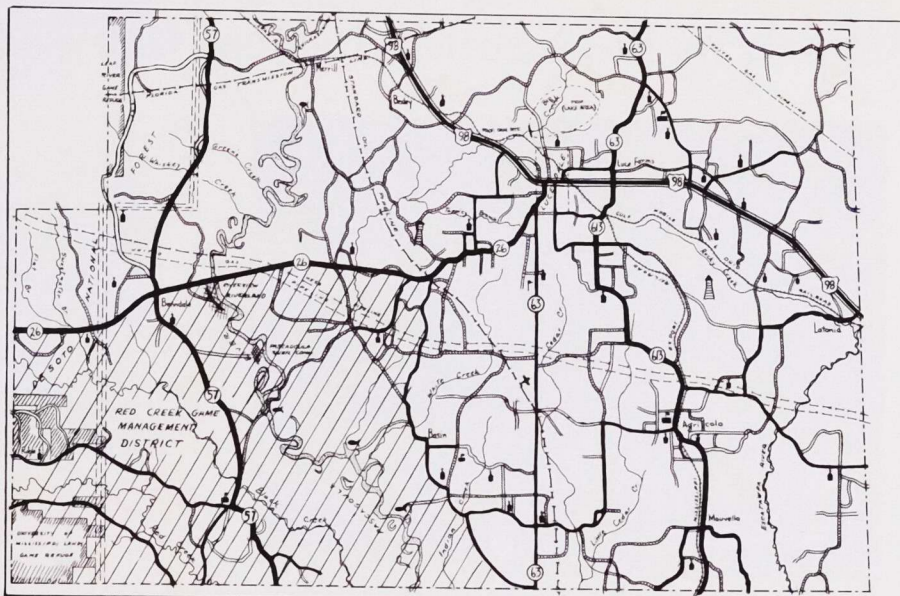
**TYPES OF INDUSTRY**—Clothing manufacture, veneers, pulpwood, plug mill, feed mill, sawmills, cattle and farming, printing and publishing, fertilizer plant, aluminum grills, stockyard, steel forms.

**NATURAL RESOURCES**—Pine and hardwood forests, good farming soil, abundant water, temperate climate, pottery clay, sand and gravel beds, 3 navigable streams.

**PLANNING**—George County Local Development Inc. organized to promote county growth; county has employed Owens and White Engineering Services, Baton Rouge, La., as consulting engineers to draw up plans and specifications for lake 1½ miles north of town (near U.S. 98). Preliminary studies on water reservoir located on Big Creek, part of Pat Harrison Waterway Project. New Courthouse building and annex to hospital under consideration.

The economy of George County today has taken on a new dimension. Once based on agriculture, over the past few years industry has been added and now as the concentration of heavy industry, directly south in neighboring Jackson County, reaches unprecedented proportions, a movement of residential population into George County has become apparent.

The beautiful rolling terrain of the county, abundantly covered with forests of pine and hardwood, with rivers and



creeks winding attractively through the landscape, offers some of the most attractive residential situations in Coastal Mississippi.

Excellent highways and roads make all areas accessible and encourage rural development. The county seat, Lucedale, discussed in detail in the article which follows, is a delightful, modern small town with every shopping and service convenience for local residents.

The county as a whole shares a unity of interest in schools, recreation, and general improvement planning. The county school system includes the attendance centers in the city of Lucedale, so educational planning is equalized countywide and all schools offer full curriculum and an admirable program of related activities including music and sports.

George County Golf and Country Club, located on Highway 63, south of Lucedale, is a center of social life for all county residents. The annual County Fair, Horse Show, and boat races, bring much color and variety that appeals to both young and adult citizens.

Agricultural endeavors still loom large and farm products and cattle bring substantial revenues to those interests. This is especially true of soybean production, for the rich soil yields an impressive average of 30 bushels per acre. Forest products account for a sizeable annual return and supply local industry with raw material for their operations. Forest lands occupy 81% of the total county area.

The governing bodies who guide the development of both Lucedale and the county work with State and Federal agencies such as the Mississippi Agricultural and Industrial Board, the U.S. Department of Agriculture, and Pat

Harrison Waterway Commission, to take advantage of programs to further the progress of both city and county. Working with the Pat Harrison Waterway Project, a major achievement will be the realization of Big Creek Lake Reservoir, 1½ miles north of Lucedale on U.S. 98. The erection of the earthen dam will create a 510 acre lake surrounded by a 200 acre recreation area.

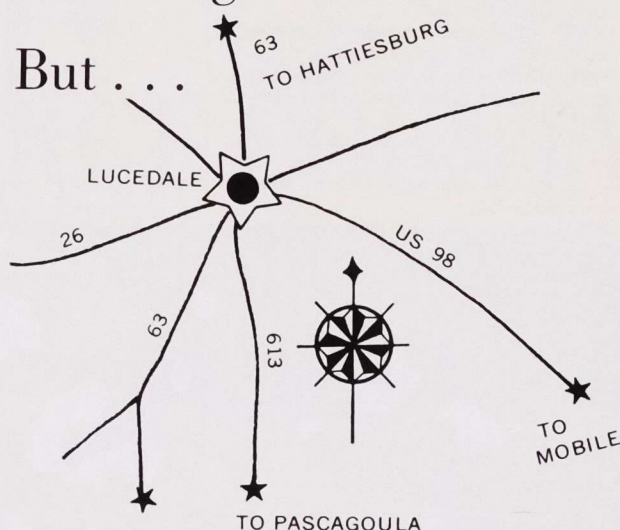
The U.S. Department of Agriculture has been, and is, working with the county in land use programs as well as assisting in problems regarding sanitation, city planning and recreation through the Soil Conservation Service and the Farmers Home Administration. With assistance from these agencies the fine recreation facility at the Lucedale Country Club was planned and constructed.

Building and land costs in George County rate among the most reasonable in the six county Coastal Area. The most obvious residential advantage of the county is in the uncrowded environment apparent even in the busy center of Lucedale where a spaciousness prevails that is enhanced by generous plantings of trees and gardens. The rural building sites that one can view from the highways and roads are more charming because of hilly land contours and many fine stands of trees.

It seems to be a conservative prediction to say that the population of George County will double in the next decade. Professional study and analysis indicates that today's families are looking for precisely those qualities in a home site that George County offers. The people of George County, fully aware of these facts, are making ready for their new friends and neighbors in a typically thoughtful and welcoming way.



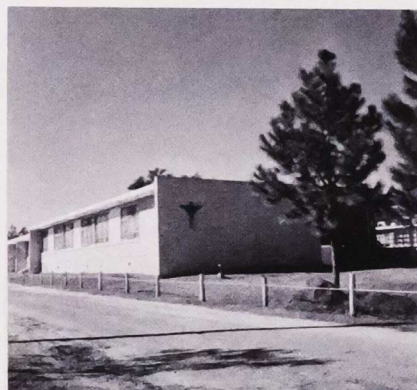
Work in the South's Fastest Growing Industrial Area



# LIVE IN LUCEDALE!

*an attractive modern town geared to residential growth*

76



Lucedale is a charming town where community efforts are directed toward retaining the pleasant atmosphere and charm of an established residential community while maintaining excellent planning, good government, city services and utilities. Streets are wide and tree shaded, yards and homes well tended, indicating the pride of residents. A busy business district, good schools, churches well attended and many civic and cultural groups, attest to the progressive spirit of the people.

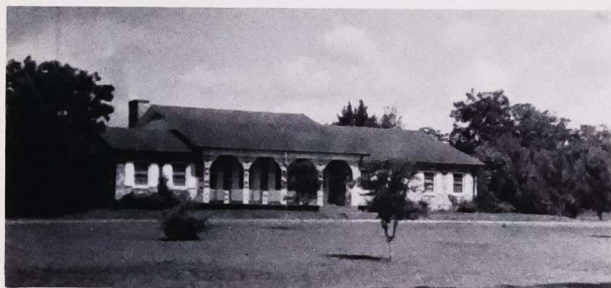
Free from noise, smoke, traffic congestion and the many other problems that beset high density industrial centers, Lucedale offers the ideal solution to those coming into the area as a result of the industrial boom—a few miles drive to peaceful relaxed living in attractive surroundings. A real family town!







Lucedale Golf and Country Club is located just south of the attractive town in the rolling George County countryside.



The homes of Lucedale are attractive and well landscaped.



**POPULATION**—Estimated 2,600.

**LOCATION**—North central George County, 40 miles north of Pascagoula, 50 miles northeast of Biloxi, 57 miles southeast of Hattiesburg, 37 miles northwest of Mobile.

**CLIMATE, COMMUNICATIONS, TRANSPORTATION**, see County.

**GOVERNMENT**—Mayor and five Aldermen at large; city incorporated June 6, 1901, Code Charter.

**TAX STRUCTURE**—Assessed valuation \$1,819,395 approximately 14% of real value. Tax levy 14 mills. Bonded debt \$74,000 General Obligation, \$177,000 self-liquidating Utilities Revenue.

**SCHOOLS**—3 attendance centers, part of County School System, enrollment 1,735.

**POLICE AND FIRE PROTECTION**—Police chief, 3 officers, radio patrol car; trained volunteer fire dept., two 500 gal. per min. pumpers, water pressure 40 lbs. per sq. in., emergency pressure 50 lbs. per sq. in.

**UTILITIES**—City-owned water and sewer systems; natural gas, Utilities Inc., electricity, see County.

**MEDICAL**—Location of County Hospital, 7 doctors, 3 dentists.

**CHURCHES**—12, representing Baptist, Catholic, Church of Christ, Church of God, Methodist, Presbyterian.

**RECREATION**—Location of Luce Memorial Park, contains Scout cabins, playground equipment, tennis courts, barbecue pit; Inland Lake and Park, west of city; Lucedale Country Club and Gulf

Course; roller rink, movie theaters.

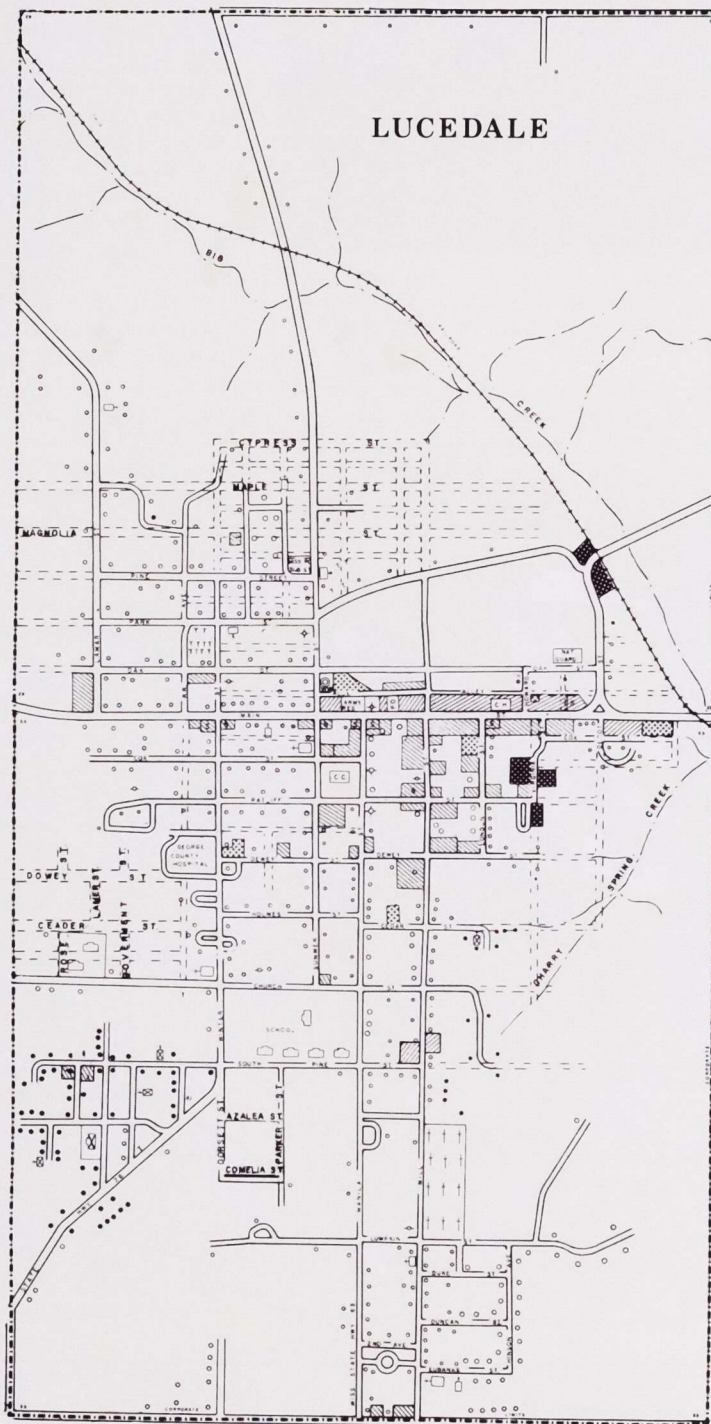
**CULTURAL**—George County Library located on Cox St. opposite courthouse; Culture Club; Fine Arts Club.

**CIVIC ORGANIZATIONS**—Chamber of Commerce, Rotary, Jaycees, Lions, Women's Club, Masons, Eastern Star, Hospital Auxiliary, Home Demonstration, Farm Bureau, PTA, Garden Club.

**TYPES OF INDUSTRY**—Garment manufacture, plug mill, feed mill, veneer plant, pulpwood yard, stockyard.

**PLANNING**—City extending and improving sewer and water systems to serve anticipated population increase resulting from fast growing industrial area adjoining county. Planning program and spacious layout of city expected to attract many newcomers as residents.

## LUCEDALE ●







Lucedale is proud of the fine new schools and the school bus system that transports students to the attendance centers.

One of the prettiest inland towns in Coastal Mississippi is Lucedale, just north of the booming industrial center in Jackson County. In speaking of the distance to the great concentration of industry, Lucedale residents are almost inclined to add "as the crow flies". The fine highway of recent construction that links the city to the industrial complex heads due south through George County in a line that can be mapped with a ruler. It is an ideal commuter artery, for even after it enters Jackson County it is an easy to travel road with wide shoulders and right-of-ways. The roadside forests and farms create pleasant vistas and contribute enjoyment to the motorist.

78

Lucedale's founding fathers must have valued both spaciousness and serenity in their surroundings. The layout of the town, the wide streets lined with magnificent trees of considerable age and the placement of homes well back from the street, could only be the result of long range thinking and planning for this splendid effect.

A pleasant environment is only part of Lucedale's charm. The warmth and friendliness of its residents is unquestionably a golden asset. The spirit of southern hospitality in the friendly smiles and greetings exchanged among townspeople and the graciousness of store clerks and businessmen to both

residents and visitors, makes everyone feel welcomed.

Community spirit is strong in both citizens and officials of the town. The comfortable prosperity is obvious in the well equipped business district. No shabbiness or untidiness can be detected in stores or homes as the visitor drives through the attractive town. The appearance does not belie the fact and Lucedale is admired and respected for its intelligent conduct of municipal affairs and the stability of its economy. The leaders are progressive and constantly seek to achieve improvements and innovations in public utilities and services. Careful attention to social, educational, cultural, and health requirements is present at all times.

The satisfaction and pride of the citizens is reflected in the manner in which they maintain lovely homes and grounds, whether large or modest in size. It is outstanding in appearance as a residential city. The rich soil of the area aids homeowners in achieving beautiful landscaping and making the town seem one vast garden.

Children of the town attend handsome schools by means of an impressive fleet of school busses. The school system has been recognized for its utilization of its 16th Section lands, where good management in cooperation with the Mississippi Forestry Commission has brought in increased revenues for educational purposes. George County is among the leaders in this commendable practice to realize considerable additional funds for the benefit of schools according to Mississippi law, without adding to the tax burden of the individual.

Aware that the advantages for residential consideration are so outstanding, the city anticipates a great new-resident influx from the industrial expansion nearby. Modern subdivisions, complete with city utilities and services, have been readied and await occupancy. This was accomplished with careful thought and deliberation based on professional planning assistance. This, and the fact

that the entire perimeter area offers almost limitless space for quality development, places Lucedale in an enviable position among Coastal cities where land for residential type city expansion is limited by geographical and other factors, and grows more scarce each year.

OPPORTUNITY..... (continued from page 59)

To date, matching Federal funds of \$825,680 have been granted to the commission for initial construction work. A 4,500 x 150 ft. runway will be achieved in the first phase. The ultimate airport will have a 10,000 x 150 ft. main runway as well as a 3,600 x 75 ft. general aviation runway, passenger terminal, control towers, hangers, fueling and maintenance buildings, industrial air park, and light plane and automobile parking areas.

Financing for both projects was realized with a \$1.75 million bond issue floated by the county. \$1 million of the amount is dedicated for land acquisition, road and rail spur construction, channel dredging, and clearing and grubbing at the seaport, the balance, matched by Federal funds, will cover similar procedures at the airport site.

Completion of the airport will provide coming industry with total transportation requirements for in and out freight deliveries via air, rail, waterways, and roadways, all of first class quality.

The visible beginning of this giant dual undertaking is as impressive as it is important to the future economy of the county. The anticipated interest of industry has appeared even at this early stage of construction and inquiries have been directed to the commission concerning the Mulatto Bayou site.

The Hancock County Port and Harbor Commission, the Hancock County Board of Supervisors, and the people they represent, all face the future with enthusiasm and confidence, fully aware of the importance of their accomplishments.

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# SINGING RIVER

## ELECTRIC POWER ASSOCIATION

J. T. DUDLEY • Manager





## *Planning and building for industry . . . . .*

*A tremendous new industrial site and port and harbor facilities where industry can move freight via road, rail, air, and water. A site with barge traffic access to all Gulf and east coast ports via the Intracoastal Waterway. Centrally located, it is a doorway to the nation and the world. The booming regional population is creating a whole new concentration of increased consumer demand and the industrial climate of this Gulf coast area has never been so ideal as now! If you have been considering a move south with an industrial venture, study the obvious advantages of Hancock County today.*

*for more detailed information contact . . . .*

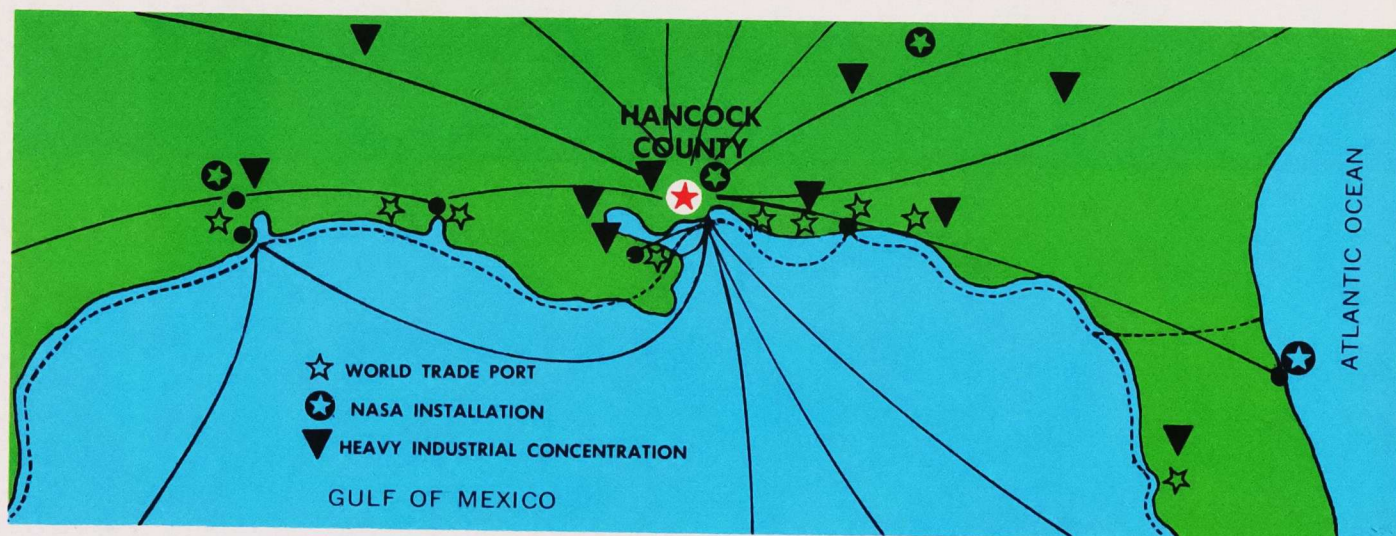
**THE HANCOCK COUNTY PORT AND HARBOR COMMISSION**

*Gulf National Bank Building*

*Bay St. Louis, Miss.*



# 3 GOOD REASONS WHY HANCOCK COUNTY IS GROWING



**★LOCATION** Hancock County is in the very heart of the country's greatest growing concentration of industry, science, and commerce; part of the Gulf Space Crescent as location of NASA's MTF; now developing a great port facility and industrial complex and jet age airport; new highway and Interstate construction and mainline rail service offer efficient transportation to and from industrial areas.



**★PLANNING** The fact that county and municipal governing bodies and the Hancock County Port and Harbor Commission utilize professional engineering and planning services of the highest caliber, plus their active participation in the Gulf Regional Planning Commission, assures organized development and will result in a highly effective growth pattern for a prosperous future.

## HANCOCK COUNTY

where 15,000 visitors came last year to see

NASA'S MISSISSIPPI TEST FACILITY



**★LIVABILITY** Mild climate, natural recreation features in seashore beach, rivers, bayous, lakes, and forests, a high percentage of homes of recent construction, good schools, many churches, social, cultural and civic clubs, all establish a friendly, attractive community that rates high in residential appeal.

